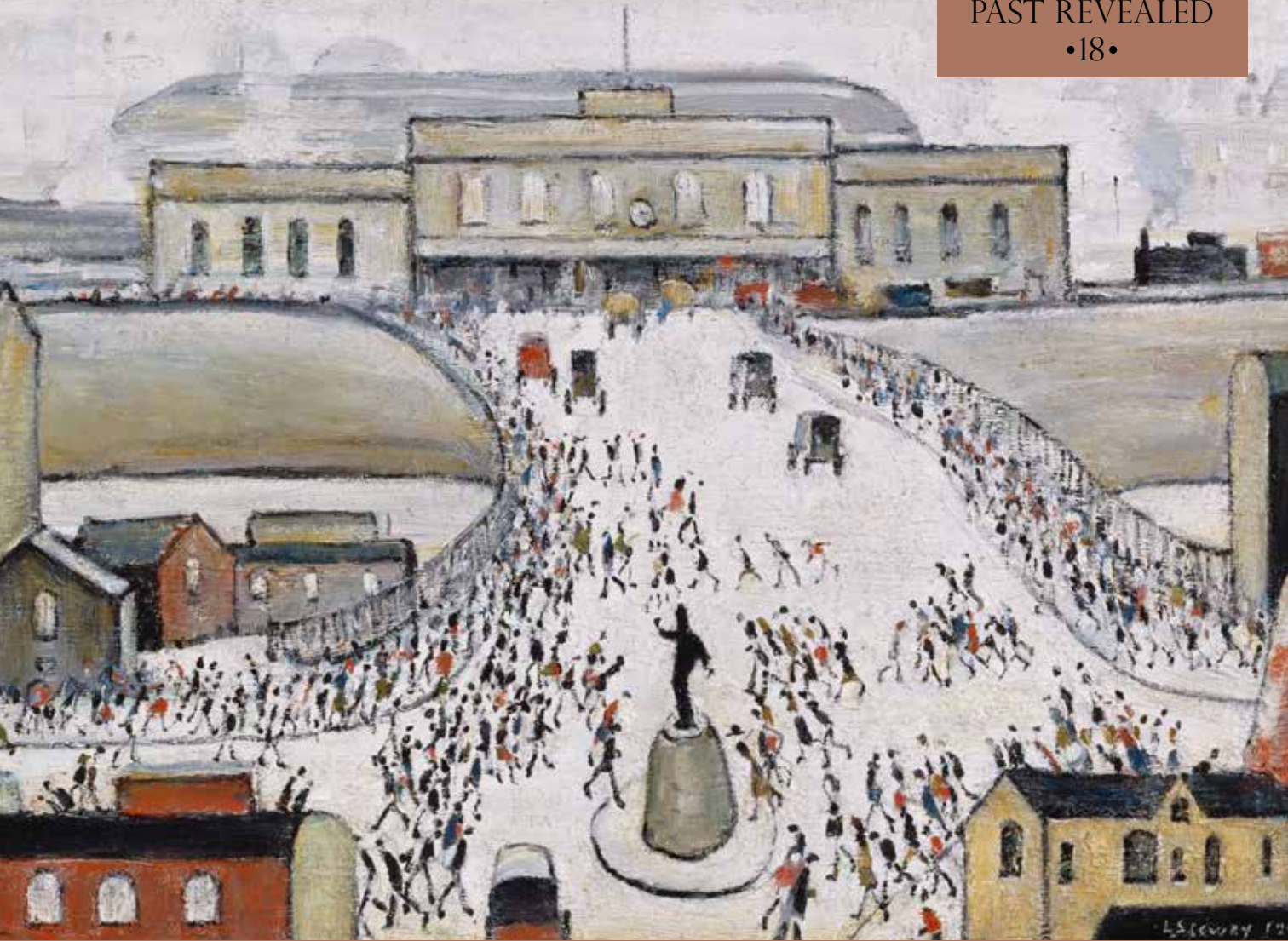


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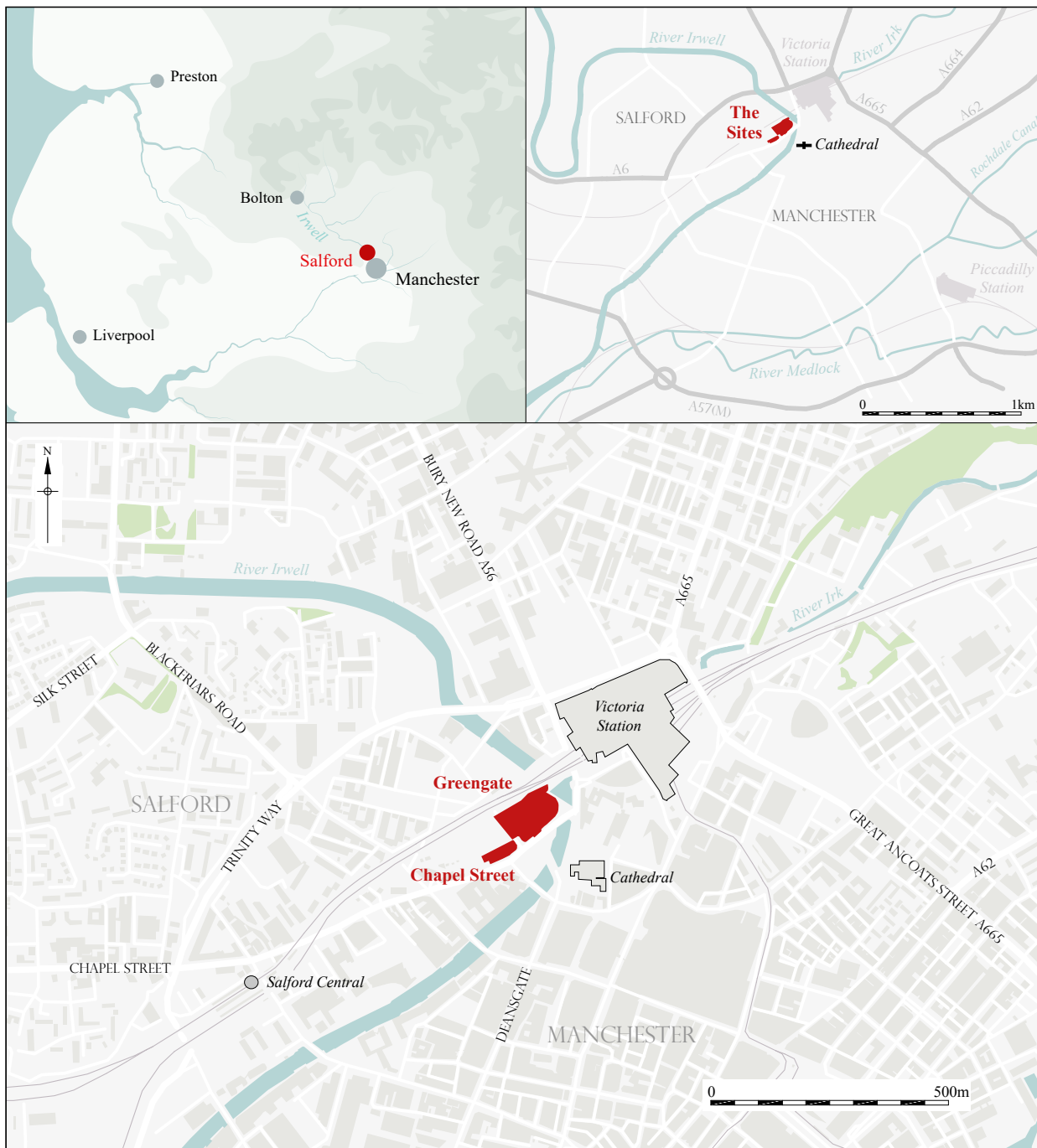


# Exchange Station, Greengate, Salford

The history and archaeology of a transformed urban landscape

# Exchange Station, Greengate, Salford

The history and archaeology of a transformed urban landscape



Location of Salford and the sites of Greengate and Chapel Street.



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# Foreword

The history and archaeology of the Exchange Station site are a microcosm of Salford, demonstrating the changes in the landscape from the medieval period through to the present day. Over the centuries the area has been transformed from a medieval borough, where houses fronting Greengate had long burgage plots behind, running down to the river, through early post-medieval development which saw workers' housing and industry crowding in, to the development of the railway system with ever-widening bridges and the construction of a new station at Exchange in the 1880s. The twentieth century saw a long slow decline, presaged by World War Two bomb damage and post-war demolition. Now though, new development is bringing life back into the area with new offices, apartments and shops.

As part of the Greengate regeneration project, the Greater Manchester Archaeological Advisory Service recommended to Salford Planning Authority that an archaeological record be made of historic structures and below-ground remains to provide a lasting testament and understanding of this area's rich history. The remnants of a once-important railway station have been recorded, including the magnificent brick arches that formed its base, along with buried remains of medieval and post-medieval features and structures that survived between the railway piers. The archaeological investigations and building recording have been carried out by Pre-Construct Archaeology. In keeping with the tradition of the Greater Manchester's Past Revealed series, the results of this work are presented in a popular well-illustrated format.

## **Norman Redhead**

County Archaeologist

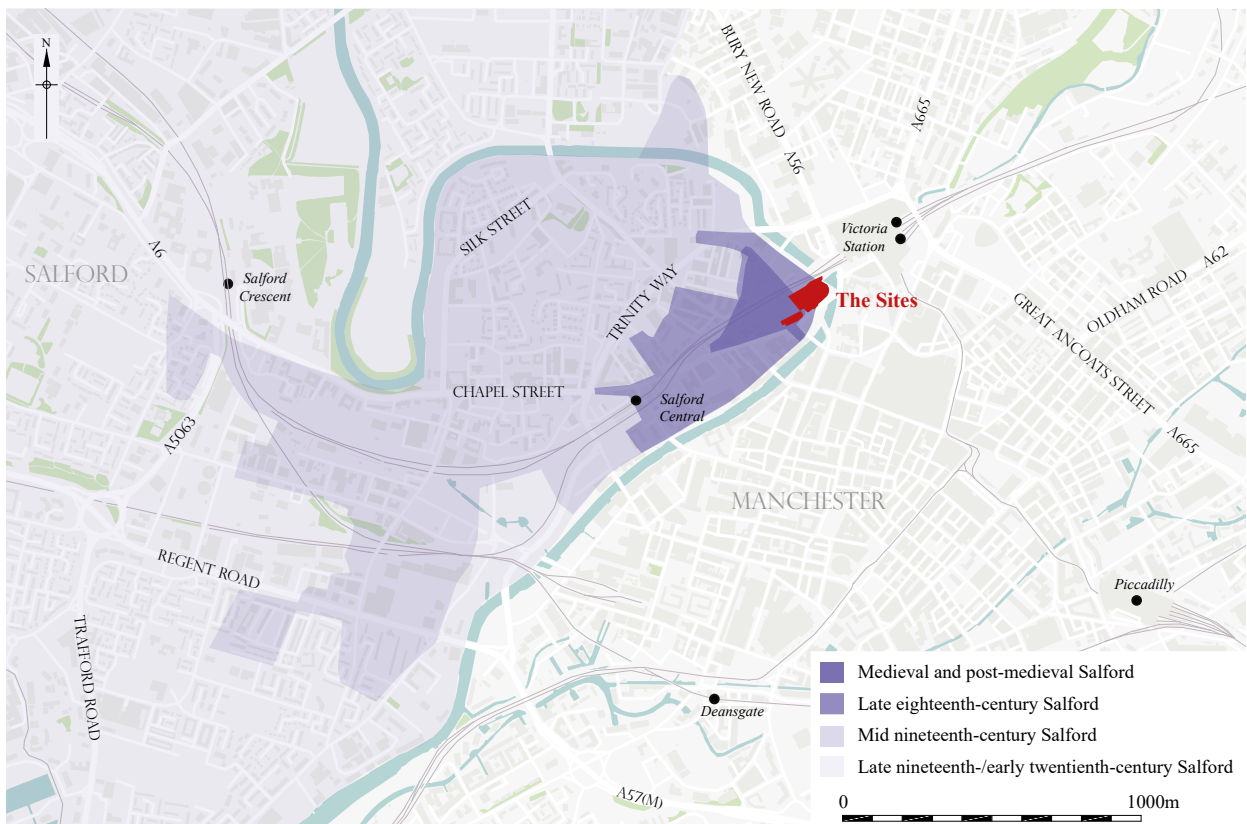


**Postcard of Manchester Exchange Station viewed from Victoria Street in Manchester with Cathedral Approach in the foreground (the roadway that crossed the Irwell linking Exchange Street with Manchester) c. 1910. © Courtesy of Manchester Libraries, Information and Archives, Manchester City Council.**

# Introduction

An inspirational redevelopment scheme at the site of the former Exchange Railway Station in Salford was designed to create a new business district, '*The Exchange at Greengate Embankment*', new mixed-use retail premises within the viaduct arches, some residential developments, a new pedestrian bridge across the River Irwell and landscaped public spaces. Thanks to the generous funding that has been provided by Carillion Construction Services on behalf of ASK Property Developments and Network Rail Infrastructure, this undertaking has provided an opportunity to investigate the social and industrial past of this interesting and historic area.

Greengate and Chapel Street sit within the heart of Salford, a settlement whose origins stretch back to medieval times. Salford's early importance is demonstrated by its eleventh-century status. In 1066 Salford was the main administrative centre for a vast region, the Hundred of Salford. This comprised eleven parishes, extending from Bolton and Rochdale at its northern extremities, down to Flixton in the south-west and eastwards across to Ashton, covering an area some twenty miles in diameter.



Salford's evolving urban settlement and the locations of the Greengate and Chapel Street sites.



Originally an important agricultural market town, the post-medieval period would see the economic primacy of farming yield to manufacturing thanks to the proliferation and gradual industrialisation of the cloth trade, for which Manchester and the surrounding area would become famous.

In the wake of the Industrial Revolution the economic health of Salford hinged upon maintaining good transport links with the rest of Britain, without which goods and raw materials could not have been brought to and from that important manufacturing base. Initially this was achieved via its excellent links with the canal network, however the coming of the railway in the 1840s would revolutionise the speed by which people, commodities and ideas could flow in and out of the town. It is therefore unsurprising that in the early 1880s swathes of the working class district that by then characterised Greengate and Chapel Street was sacrificed in order to extend and improve the city's railway connections. The result was Exchange Station, which opened its doors in 1884. Constructed by the mighty London & North Western Railway, its primary objective was to ease the acute congestion that had begun to blight Manchester Victoria. Built on massive arched masonry piers at a height that matched the 1840's railway viaduct to the north, the station surmounted Greengate and Chapel Street below. The station fell into disuse in 1969 after which the main station buildings were demolished, however the viaduct which had supported them has remained a dominant and enduring feature of Salford's cityscape.

In January and February 2014 archaeological excavations, accompanied by the recording of upstanding historic structures, the 'built heritage', was undertaken within the confines of the Greengate and Chapel Street redevelopment sites. In addition to the significant railway architecture that was recorded, earlier archaeological remains pertaining to the buildings and streets of Salford, from the late medieval period onwards, were discovered between the piers that supported the viaduct upon which Exchange Station was constructed. The construction of the piers meant that only small areas of the former buildings remained, but we were able to excavate beneath the railway viaduct and between its supporting piers.

Previous investigations in and around this area have uncovered significant archaeological remains dating from the thirteenth to the nineteenth centuries. The results of this work have been captured in a companion volume in the *Greater Manchester's Past Revealed* series, entitled '*Greengate, The Archaeology of Salford's Historic Core*'.



The arches below Exchange Station before excavation work commenced.



The basement of a back-to-back terraced residence of eighteenth to nineteenth-century date under excavation on the Greengate site below Exchange Station.



# Geology & Topography

The historic core of Salford is located at the eastern point of a bow in the River Irwell, which separates Salford from Manchester and delineates the eastern boundary of the Greengate Exchange site. The place name ‘Salford’ derives from the Old English *Sealhford* which translates as ‘the ford by the willow trees’, a fitting origin given how influential the Irwell’s presence would prove to be. That waterway runs into Greater Manchester from the north and joins the rivers Irk and Medlock before becoming the Manchester Ship Canal at Salford Quays. As such it has not only been a source of power for mills and factories but also became an important transport artery in its own right after it was made navigable as far as Salford Bridge in the late nineteenth century. The river was therefore not only an influential factor in the initial founding of the settlement next to a prime crossing point but also for its subsequent growth into the industrial age.

The underlying bedrock consists of a distinctive sandstone, coloured red by its high iron oxide content, which extends across a large part of north-west Britain. It is of terrestrial origin having been deposited *c.* 250 million years ago by ancient river systems. Red sandstone was quarried locally at sites such as Collyhurst in east Manchester and at Quay Street in Manchester, although the sandstones tend to be rather soft and the thick covering of drift deposits has made brick generally preferable as a building material.

The bedrock was overlain by clayey sand deposited by the River Irwell during the Holocene period. The variable depth below present ground level at which this material was encountered reflects the original natural lie of the land. In stark contrast to the man-made topography that exists today this exhibited a pronounced slope that ran down in a south-easterly direction towards the Irwell.

The area was raised and levelled throughout the post-medieval period in order to reclaim it from the river and create more land for Salford’s expansion. This culminated in the construction of the Exchange Station viaduct in the 1880s, a significant building episode that eradicated the last visible vestiges of the natural topography in this area of the city.



**The River Irwell at Salford, looking towards Manchester City Centre, 2008.**  
© Ian Roberts - Irwell 002, CC BY-SA 2.0.

# Planning & Archaeology

Archaeological investigations and recording at the Greengate Exchange and Chapel Street sites were undertaken as part of the planning process. In accordance with policies and best practice set out in the National Planning Policy Framework, Pre-Construct Archaeology undertook a desk based assessment before a planning application was submitted to identify and provide an understanding of heritage assets with archaeological interest that might be affected by the development proposals. This study was then used by the Greater Manchester Archaeological Advisory Service (GMAAS) in formulating advice to Salford City planning authority. It was clear that there was considerable below-ground archaeological potential relating to Salford's ancient historic core, together with the remains of the station's historic fabric. As most of the archaeological interest of the site would be unavoidably lost because of the development works, it was appropriate to request a programme of archaeological investigation to preserve the archaeology by record.

The scheme of archaeological works was set out by GMAAS in a staged condition which Salford City planning authority attached to planning consent. The condition required a historic building survey, archaeological evaluation through targeted trial trenching, then further more detailed excavation where significant archaeological deposits were identified. Following site work, there was a requirement to undertake post-excavation analysis, produce a technical report on the results, deposit the archive with a museum, and disseminate the findings to the local and wider community through information boards and a popular booklet. Before commencing site investigations and recording, Pre-Construct Archaeology had to prepare a Written Scheme of Investigation setting out the methodology for the works; this was then approved by GMAAS on behalf of the planning authority and formed the basis on which the archaeological work was commissioned by the developer. It can be seen therefore that this booklet is the end product of a lengthy and logical process.

**Archaeological excavation in progress at Chapel Street, with Manchester Cathedral in the background.**



# A Royal Burgage

## Salford in the Medieval period

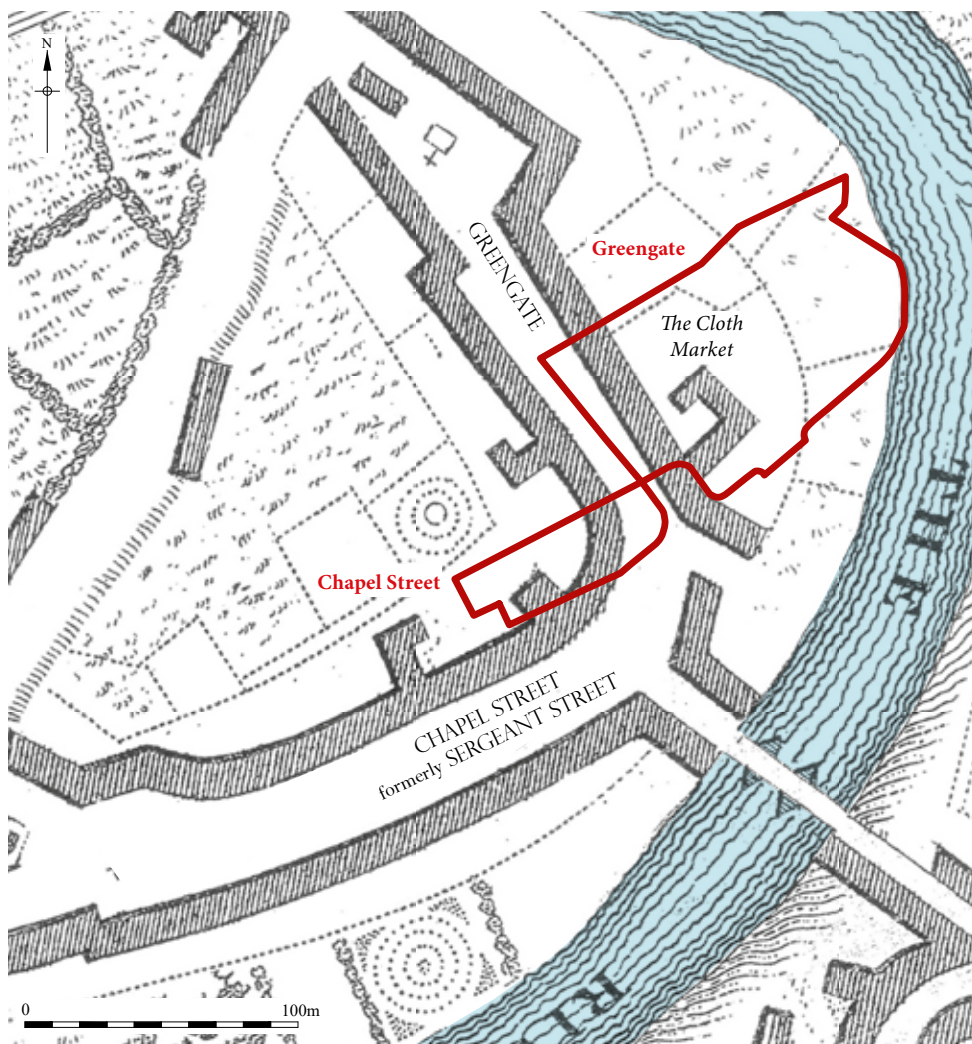
As early as the eleventh century, Salford lay at the administrative heart of a large tract of land that bore its name: the Hundred of Salford. The property of the King himself for much of that period, its historic centre was bounded by a bend in the River Irwell and the two main roads that converged at the fording point that led to Manchester. These were Chapel Street (originally called Sergeant Street) and Greengate (also known as Back Salford); the historic meeting point of these roads lies beneath the Greengate Exchange and Chapel Street excavation areas.

During medieval times the town was surrounded by verdant farmland and its economy was thus dependent upon agriculture. Manchester tithe books of 1584 show that oats, barley, wheat and beans were extensively grown, the textile trade being of comparatively minor importance. By 1228 Salford's economic significance was such that it was granted market status by Henry III leading to the establishment of a weekly market and an annual fair. Two years later it became a burgage or free borough and its freemen (known as burgesses) were granted commercial advantages over traders living outside. The charter also established a Borough Court in a building known as 'The Exchange' that was positioned in the middle of the market place. The market may originally have been located at the junction of Chapel Street and Greengate however by the late medieval period it had moved further north along the latter thoroughfare, which historic mapping suggests was widened in order to accommodate it.



**Greengate and Chapel Street met at the site of this fourteenth-century bridge, which replaced the earlier ford. It linked the twin towns of Salford (shown here on the left bank of the Irwell) and Manchester and was superseded by Victoria Bridge, which opened in 1839 and still stands today. (Engraving by J. Landseer, 1790). © Courtesy of Manchester Libraries, Information and Archives, Manchester City Council.**





The layout of medieval Salford can be approximated from early maps such as this example, dated c. 1650. In the vicinity of the sites, street frontage properties (most of which probably housed commercial premises with living spaces above) can be seen. The larger courtyard building to the east of Greengate is probably the location of the town's cloth market.

Salford flourished as a trading centre for the duration of the medieval period and by 1322 held two annual fairs. The burgrave prospered, leading to the creation of a number of important buildings and manorial dwellings that included the seat of the wealthy Pilkington family, who were responsible for the construction of a large fourteenth-century manor house with walled gardens and an orchard at the junction of Greengate and Chapel Street. It has been suggested that the sixteenth-century Salford or Byrom Hall, situated on the south side of Chapel Street near the bridge, may have been the location of the royal hall.

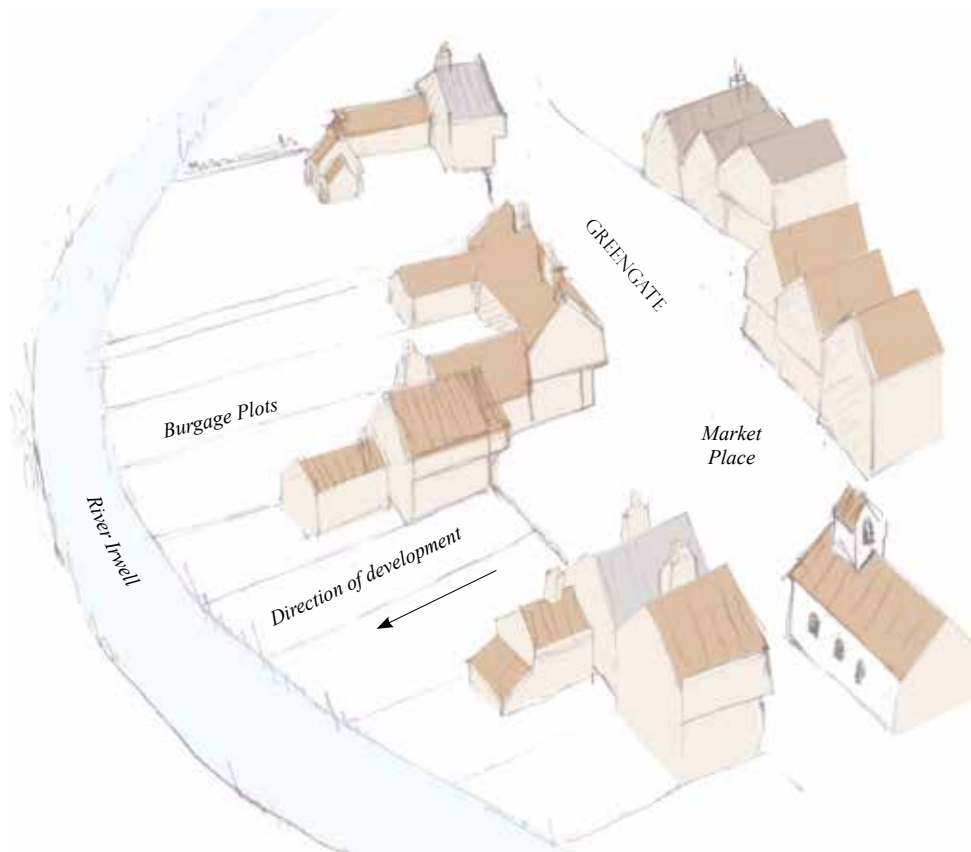
Thanks to Victorian and twentieth-century 'improvements' no medieval buildings survive in the centre of Salford. That factor elevates the importance of the exciting archaeological discoveries that have been made in the old town, the most recent of which are detailed in this volume.

# Land Division

## Feudal Salford and the Development of Burgage Plots

During medieval times the town centre was characterised by small, narrow tracts of land known as burgage plots. A common form of urban feudal land division in medieval England, they were awarded to the town's various freemen (the burgesses) by their overlord. Burgage plots were typically fronted by a terraced property, the land to the rear being primarily used for small-scale food production; they were either occupied by the burgess or rented to tenants.

As time marched on, the size of Salford's population and the wealth of its mercantile classes increased in tandem with the importance of the cloth trade. This resulted in buildings in the town centre being repeatedly extended by construction to the rear of properties, the largest examples being built around central courtyards.

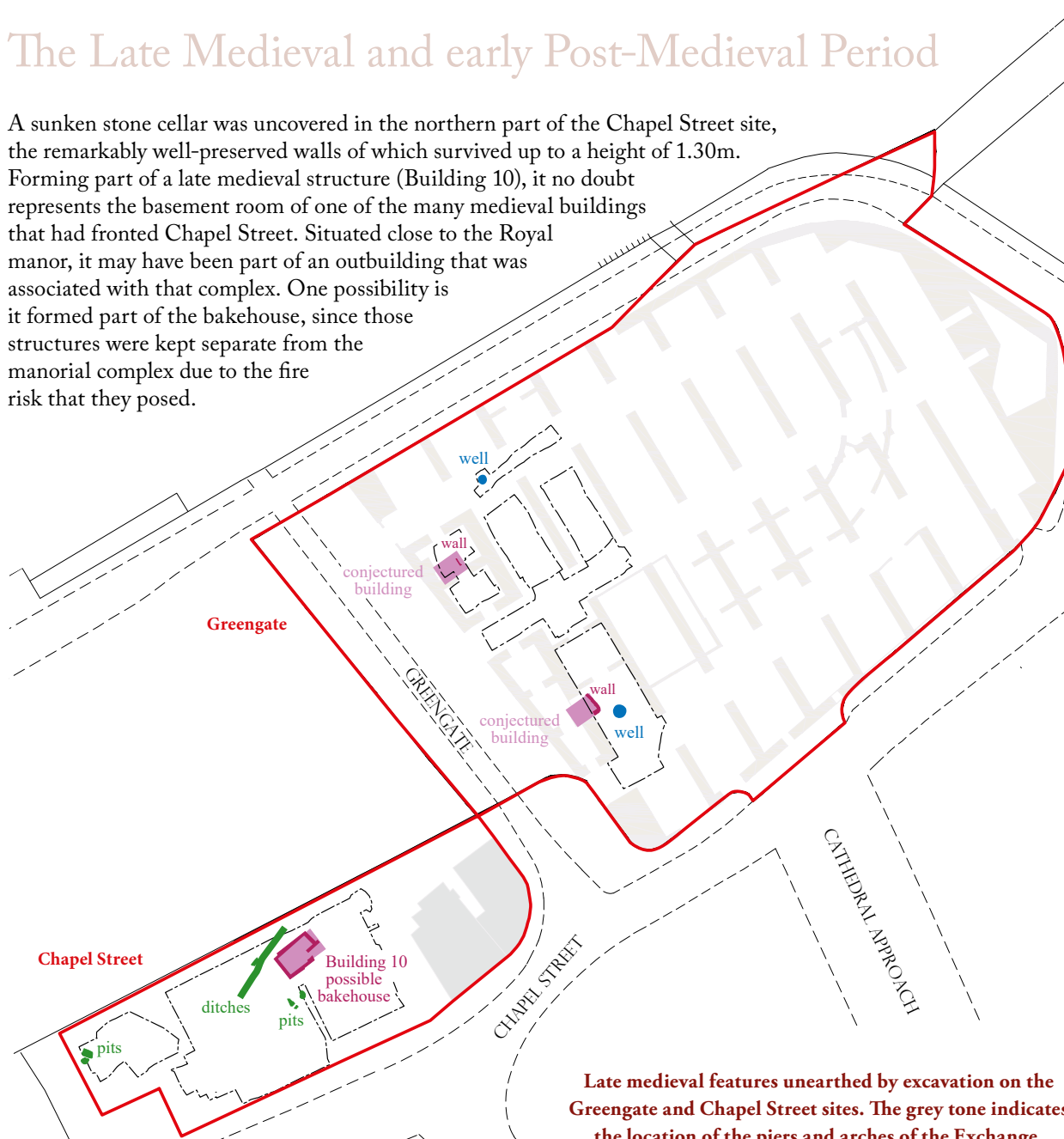


**This schematic diagram, based on the typical development and appearance of a medieval burgage plot, shows how properties may have been laid out along Greengate. Modest properties fronted the street with agricultural land behind; the house would sometimes be extended to the rear over time, perhaps incorporating or replacing outbuildings in the process.**

# The Sites

## The Late Medieval and early Post-Medieval Period

A sunken stone cellar was uncovered in the northern part of the Chapel Street site, the remarkably well-preserved walls of which survived up to a height of 1.30m. Forming part of a late medieval structure (Building 10), it no doubt represents the basement room of one of the many medieval buildings that had fronted Chapel Street. Situated close to the Royal manor, it may have been part of an outbuilding that was associated with that complex. One possibility is it formed part of the bakehouse, since those structures were kept separate from the manorial complex due to the fire risk that they posed.



Late medieval features unearthed by excavation on the Greengate and Chapel Street sites. The grey tone indicates the location of the piers and arches of the Exchange.



In keeping with other archaeological evidence relating to the centre of Salford at that time, Building 10 was situated within a burgage plot that was defined by a modest ditch, the excavated sections of which yielded pottery that was manufactured between 1350 and 1500. This suggests that rubbish began to accumulate in the feature during the late medieval period. At this time there would have been no organised refuse collection; household rubbish, including broken pots, would be discarded into open features, such as ditches, or buried in pits. Rubbish pits situated to either side of the boundary ditch yielded a fourteenth and fifteenth-century domestic pottery assemblage, dominated by highly fragmented jars and cooking vessels.

On the Greengate Exchange site, two short lengths of stone wall were all that remained of the back walls of a further two cellars that were associated with two more street frontage properties (Buildings 2 and 3), which like Building 10 would have lain within their own burgage plots. Fresh water for their residents would have been drawn from nearby wells.



The cellar of one of the late medieval buildings fronting Chapel Street, looking south-west (a later wall cuts across the building at an angle; the scale that rests on this measures 2m).

**Most probably deposited by the residents of Building 10 and their neighbours, these medieval sherds suggest that medieval redware, northern gritty ware and Midlands whiteware were favoured.**



# Town Buildings

## The Medieval and early Post-Medieval Period

In common with many other English towns Salford contains numerous buildings with medieval origins, comprising timber frames set on stone foundations, the purpose of which was to prevent the superstructure from rotting. Buildings would typically have been between two and three storeys high with the upper levels jettied out, overhanging the street. Ground plans vary but at their most basic include four elements: a shop, hall and service room at ground level with chambers above. In order to maximise space within the constraints of an urban setting a stone cellar or undercroft often complemented the building, as was the case for Chapel Street's Building 10. Such cellars were sometimes associated with inns but were also a feature of shops, workshops and residences, functioning as general storage areas. Conditions within the cellars were also comparatively cool, meaning that perishable foodstuffs stored within them would be preserved for longer.

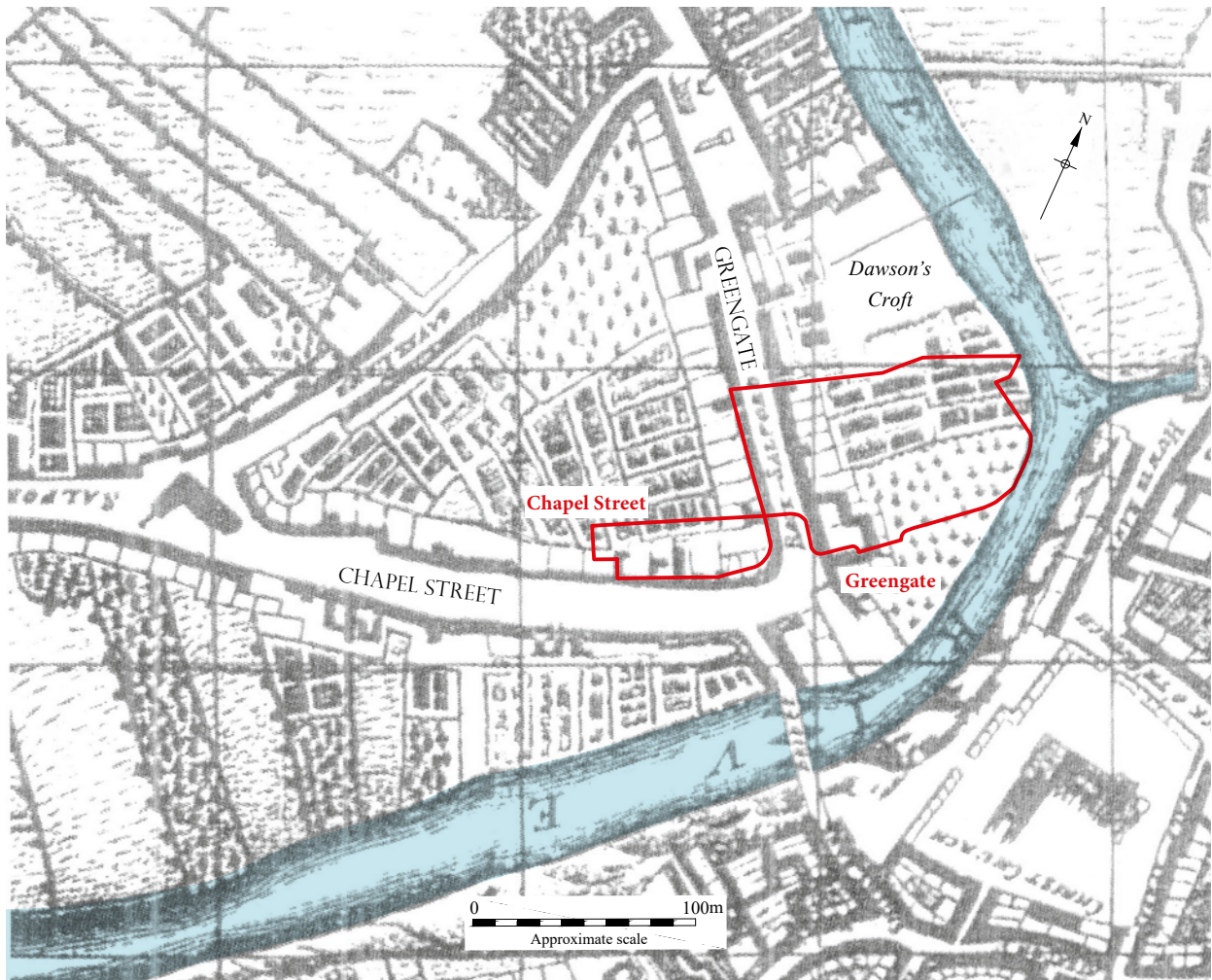
**A snapshot of life in the medieval burgage plots to the rear of Chapel Street, the character of which remained unchanged for centuries (photographed in 1892-1900). © Courtesy of Manchester Libraries, Information and Archives, Manchester City Council.**





# Markets, Merchants & Manufacturing

Sixteenth to Early Eighteenth-Century Salford and the Expansion of the Cloth Trade



Casson and Berry's map of Salford, 1741, showing the approximate location of the Chapel Street and Greengate sites.



# The Cloth Trade in Salford

The economic importance of textile manufacturing increased as the post-medieval period progressed. Unlike neighbouring Manchester, which would later become a key cotton milling town, Salford was the regional centre for the distribution of older forms of textiles such as woollen goods and linen. By the seventeenth century specialist cloth working professions such as chapmen (itinerant dealers or pedlars), weavers, whitsters (bleachers), dyers and clothworkers had proliferated amongst the population, whilst special officers were appointed to ensure that the correct measures were marketed.

Casson and Berry's map of Salford, dated 1741, illustrates the rapid expansion that happened in Salford between the mid-seventeenth and mid-eighteenth centuries. Long rectangular allotments and backlots lined the banks of the Irwell and infilled the centre of Salford itself. Whilst some of these must represent market gardens that fed the growing population and the town's thriving market, others may have been used for different purposes, almost certainly including textile production. Indeed, court records for the Borough of Salford (1597–1669) include references to a 'tenter croft', and a 'yarne croft' which extended to the River Irwell. The use of the historic term 'croft' implies a connection with textile manufacturing, so 'Dawson's Croft', which borders the Greengate site to the north on the 1741 map, was presumably associated with the industry.

Before industrialisation, linen was painstakingly whitened by wetting it with clean water and a cocktail of chemicals before spreading it out and exposing it to the sun for months on end. The process was undertaken in yarn crofts that required a great deal of water and space, as did the tenter crofts in which cloth was dyed and stretched on tenter frames. The open fields that could be found between the Greengate burgage plots and the River Irwell would have been perfect locations for such facilities.



This painting of a linen bleaching ground, by seventeenth-century Flemish artist Pieter Gysels, illustrates the need for space and water in yarn crofts of the time.

# Greengate Exchange Backlots

The partial footprint of one of the backlots that occupied the space between the Greengate burgage plots and the river was identified during the excavations. Defined by boundary ditches, this 6m-wide area contained at least three large clay-lined rectangular pits that would have been capable of retaining water-based solutions for bleaching or dying cloth. The presence of these tanks supports the notion that some of the backlots shown on the 1741 map, including this example, were associated with the textile industry. After the tanks fell out of use they were re-used as rubbish pits by the occupants of nearby houses. Diagnostic artefacts recovered from them suggest that this happened between *c.* 1660 and 1700. The assemblage was similar to that recovered from contemporary buildings at Chapel Street and included yellow ware flat-rimmed dishes and cooking vessels, an orange ware butter pot, and a purple cylindrical mug all made in potteries in the Midlands, as well as a splayed base from a Staffordshire drinking vessel. The presence of a sherd from a globular flask in French Martincamp-type red earthenware attests to the fact that some Greengate residents could afford more expensive imported vessels.



These seventeenth-century pottery sherds were dumped in refuse pits to the rear of buildings fronting Chapel Street.

# To Market

## The First Greengate Exchange Cloth Hall

The excavations at Greengate Exchange revealed the partial remains of a late medieval to early post-medieval cellar (Building 1). The eastern part of this was all that survived, the rest having been destroyed during the construction of Exchange Station in the 1880s. This cellar formed part of a large courtyarded building shown on the 1650 map behind the street frontage in the south-west corner of the Greengate Exchange site.

On Green's 1794 map, just behind the location of Building 1, a 'New Cloth Hall' is shown, the name of which implies the existence of an earlier cloth market. Given its size and location, Building 1 may well represent that structure, functioning as a mercantile centre for the trade and exchange of textiles until the New Cloth Hall was constructed in the eighteenth century. Building 1 most probably evolved from the amalgamation of a number of neighbouring properties, each of which might have been associated with a particular craft or trade guild.



The remains of a cellar (Building 1) that probably formed part of the town's first cloth hall, looking south. The burnt brickwork that abuts the wall in the centre right of the image represents a hearth, the high wall on the left of the image is part of the Exchange Station.



This image, which depicts the Coloured Cloth Hall in Leeds, shows merchants laying out their goods and inspecting each other's wares; from 'The Costume of Yorkshire' by George Walker, 1814.  
© Hulton Archive/ Getty Images.



# The Growth of a Working Class Neighbourhood

The late eighteenth and nineteenth centuries would see economic migrants in pursuit of jobs flood from the countryside into urban areas, particularly those in the more heavily industrialised north. Salford proved to be no exception: in 1773 its population was just 4,756 but in the space of a mere 28 years it had increased by an incredible 186% to 13,611.



## Greengate street frontage properties (Buildings 2 to 4)

Archaeological remains combined with historical evidence in the form of census data suggest that eighteenth and early nineteenth-century alterations to the buildings that fronted Greengate and Chapel Street were symptomatic of the population pressure that was starting to affect the town centre. Whilst ground floor commercial properties with residences above continued to dominate the above-ground levels, many undercrofts were converted from storage areas or workshops into supplementary living quarters. These structures typically possessed two rooms at basement level: a sleeping and living room and a tiny kitchen and dining area heated by a hearth or range. These modest subterranean apartments often housed whole families. Small, dingy and damp, they would have been occupied by the lowest echelons of Salford's society.



**The structural remains in this photograph (Building 4) represent the cellars of two neighbouring terraced buildings. Used as residences by the early nineteenth century, they possessed brick floors and were heated by hearths that abutted the poorly constructed dividing wall (central to this image).**

**The cellar of Building 2 was extensively rebuilt in brick in the early nineteenth century, presumably in order to transform its lowest storey into a tenement.**



**Prior to their demolition in the 1880s Buildings 2 to 4 most probably resembled this complex of buildings which includes the former Bull's Head in Greengate, consisting of late medieval structures augmented and surrounded by post-medieval additions. © Courtesy of Manchester Libraries, Information and Archives, Manchester City Council.**



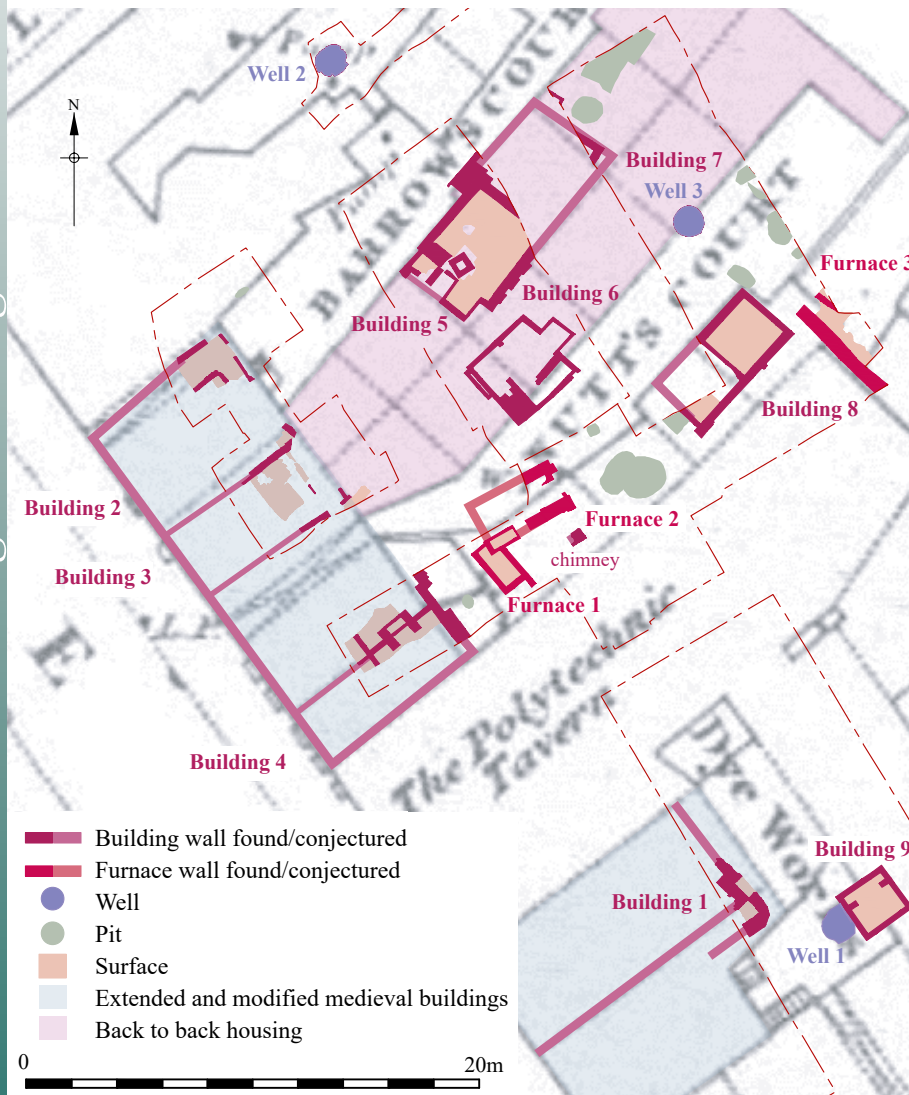
## Back-to-back terraced housing behind Greengate (Buildings 5–8)

Cartographic evidence demonstrates that the area to the rear of the Greengate street frontage properties was extensively developed in the late eighteenth and nineteenth centuries through the construction of swathes of additional housing. This included construction of the back-to-back terraces; small, cramped dwellings that were even less appealing than the modest apartments that fronted Greengate and Chapel Street. The urban construction form allowed more workers to be crammed into a smaller area as the basic unit was only one room deep; costs were

kept to a minimum through the use of shared walls. Occupied by multiple tenants on each floor, they were the domains of the poorest families who would cook, eat and sleep in a single room. Often built rapidly with cheap materials, squalid living conditions were quick to develop in these overcrowded settings.

Masonry elements delineating the basements of three such houses were discovered during the Greengate excavation (Buildings 5 to 7), two of which survived largely intact (Buildings 5 and 6).

Overlying the eighteenth to nineteenth century archaeological remains that were unearthed on the Greengate site onto the 1849 Ordnance Survey map demonstrates the dense, cramped nature of the housing that by then characterised the Greengate area. Back-to-back terraces could be found on Barrow's Court and Nutt's Court, which superseded the backlots that formerly characterised the area between Greengate and the River Irwell.





A further structure was also discovered (Building 8), which may represent a domestic residence or part of a complex of workshops. Demolition debris extracted from the cellars of Buildings 5 to 7 demonstrated that their above ground elements were built in brick and roofed with York stone and Cornish and North Welsh slates. Four fragments of white and rose-pink moulded concrete decorative elements were also recovered, which adorned buildings from the mid-nineteenth century onwards. Given the low socio-economic status of these homes, the discovery of superfluous external decorations of this kind was surprising.

Internally, the cellars of Buildings 5 to 7 appear to have been divided into separate rooms that were accessed via stairwells that connected with the floors above. No more than 4.30m<sup>2</sup> in size, these modest spaces offered few comforts being clad with an assortment of unforgiving flooring materials that included river cobbles, York stone flags and bricks. Most appear to have had small ovens or hearths.

Back-to-back housing began to be constructed in the late eighteenth century and Buildings 5 to 8, shown on Green's map of 1794, are early examples of their kind. The rate of migration into the town remained considerable as the nineteenth century progressed, resulting in a further population increase of 60% between 1821 and 1831. As workers continued to stream into urban areas this building form soon became widespread in northern towns and by the early nineteenth century back-to-backs were a ubiquitous feature of Salford's cityscape.

Presumably in response to this mounting pressure, a later internal partition inserted into the tiny 3.50m by 3.50m square basement of Building 6, reduced the main living area further.



**The basement of Building 5 showing the cramped living conditions and mix of flooring types used as the building was modified through time.**



**The basement of Building 6: access would have been via stone steps, visible at the front of the image, a roughly square niche in the far wall probably housed a hearth and oven. (the scale in these images measures 2m)**

# The Mystery of Mathew & Martha's Loving Cup

An unusual vessel was recovered from the basement of Building 8. Incised with the names 'Mathew and Martha Johnson' and a misspelt date '[Fe]beware [sic] 11th 1811' this is an oversized version of a Derbyshire stoneware loving cup. Such vessels would have been used to commemorate marriages and other significant events and this example demonstrates that even people of quite meagre means might have expressly commissioned vessels made for them to celebrate a special occasion.

Born into a family of weavers, Mathew Johnson began his life just a few miles to the west of Salford in Eccles, Lancashire in c. 1789. His wife to be, Martha Pinnington, was baptised one year later in the small town of Prescott in west Lancashire. How the pair met remains uncertain, however Martha may well have moved closer to Mathew in search of work as the industrial revolution gathered pace. They married at Mathew's mother church, St. Mary's in Eccles, where all but two of their ten children were subsequently baptised. Mathew continued in his father's footsteps, working as a weaver for most of his life. Despite his apparent ties to Eccles, census data demonstrates that his family led a semi-itinerant lifestyle: they moved across much of the Borough of Salford and as far away as Pemberton near Wigan in search of work, only returning to Eccles for special religious occasions. The 1841 census finds Mathew and Martha living at Peru(e) Street in Salford, 0.7 miles to the west of Greengate. Mathew was by then described as a traveller (i.e. a travelling salesman) whilst one of his older sons had gained employment in a mill. By 1851, Mathew and Martha were living some 10 miles further west at 13 Liverpool Road in Irlam with their young granddaughter, by which time Mathew was employed as a gardener.

Both Mathew and Martha died that same year and were repatriated to St Mary's, Eccles, for burial on the 18th of May and 9th of December respectively.

The reason for the date that is inscribed on this vessel remains a mystery since historic records relating to the couple prove that it bears no relation to the day of their wedding; one possibility is that it commemorates the arrival of a daughter, Alice, who was born in 1811. Another enigma revolves around how the loving cup, when it was some 70 years old, came to be abandoned in the basement of Building 8. Mathew and Martha, being semi-itinerant, may have lived there for a short time as could one of their decedents. Alternatively an occupant of the building with no familial connection to the couple could have purchased the vessel as a cheap, second hand item; otherwise it could have been brought to the site and dumped along with rubbish from elsewhere in Salford soon after Building 8 was demolished to make way for Exchange Station.

**Mathew and Martha Johnson's loving cup, discovered in the cellar of Building 8.**



*Mathew & Martha Johnson  
February 11<sup>th</sup> 1811*

# Dirty Old Town

## Employment and Manufacturing around Nineteenth-Century Greengate

The working class neighbourhoods that were a feature of late eighteenth and nineteenth-century Greengate and Chapel Street developed in response to the employment opportunities that existed within walking distance of those areas. In addition to the positions that could be found in the commercial premises, public houses and workshops that fronted the thoroughfares, jobs were provided by large-scale manufacturing companies that had by then extended beyond the textile industry to include iron foundries, print works, timber yards and breweries. The archaeological evidence uncovered helps to chart the evolution of the sites' main industrial elements from the eighteenth century through to the construction of Exchange Station in the 1880s.

**Industrial premises, mills and warehouses cluster around the St Mary's Church across the River Irwell from Salford, as depicted in this 1790's image. © Courtesy of Manchester Libraries, Information and Archives, Manchester City Council.**





# Two Industrial Structures

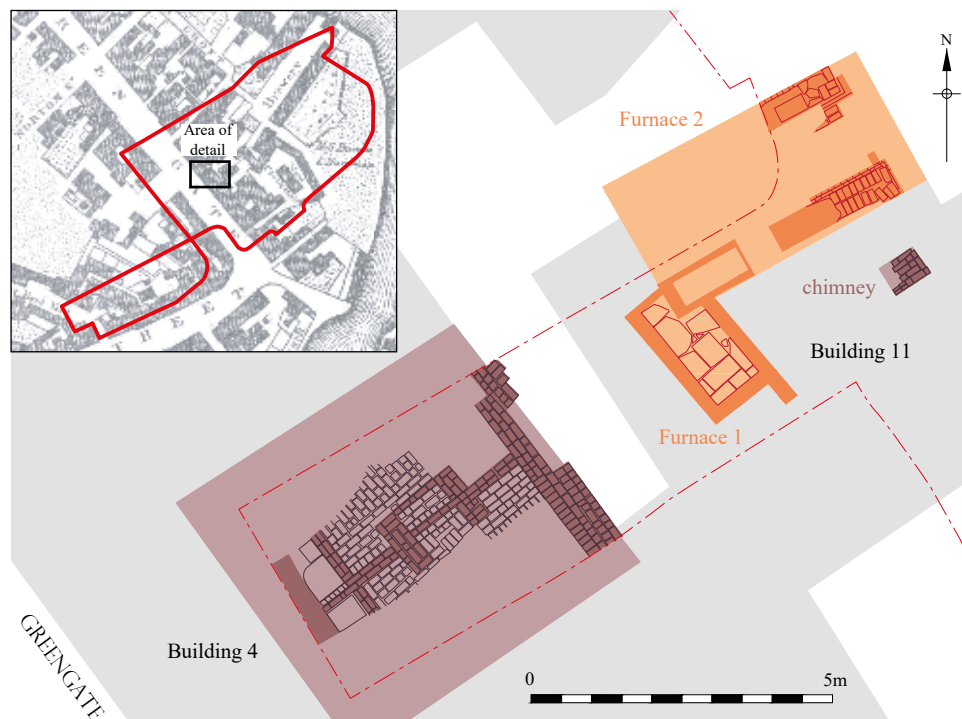
Green's 1794 map (see page 16) is the earliest source to depict an L-shaped structure to the rear of the Greengate street frontage properties. Excavation demonstrated that it was an industrial building (Building 11) with a chimney and two furnaces, the smallest of which (Furnace 1) was eighteenth century in date. Presumably in order to boost production it was replaced by a much larger example (Furnace 2) which, at 4.26m in width, was almost twice the size of the original. Artefacts found in construction deposits associated with the later furnace suggested that this modification was made in the early nineteenth century, prior to 1810. Thick burnt deposits rich in slag and ash were found inside the furnaces, which no doubt formed during their final firings. Finds recovered from that material suggest that Furnace 2 was used for the last time in or after c. 1830, whilst a map of 1831 suggests that the building that housed it had been demolished by then giving a remarkably refined date range for its demise of 1830-1.

Yet another furnace (Furnace 3) was uncovered towards the western limit of the excavation, which appears to have been situated within a building that Green's 1794 map suggests abutted the north-west side of the 'New Cloth Hall'. It housed a third, substantially sized furnace (Furnace 3) that was 5.10m in width.

The precise functions of these furnaces remain unknown. Processes requiring high intensity heat, such as metal working, can be discounted since these furnaces were constructed from handmade rather than kiln bricks that would not have withstood the very high temperatures that would have been required for such processes. The nature of the ash that they contained suggests that they heated coal-fired boilers that would have been used for

industrial purposes. The buildings which they occupied would have been only two of many such structures that proliferated across Salford as the Industrial Revolution tightened its grip.

**The remains of furnaces and a chimney, Building 11, behind houses fronting Greengate, demonstrate the close juxtaposition of domestic residences and industrial premises. The inset shows the location of the detail on Green's 1794 map of Salford.**



# The Brewery

Green's map of c. 1794 depicts a 'Brewery' run by Messrs. Barnes and Hardman in the north-eastern part of the Greengate Exchange site, which is known to have been the first of the larger breweries in Salford. Its riverside setting was ideal since brewing requires copious quantities of water, whilst water power would have greatly facilitated production on an industrial scale. A small detached structure on the riverfront, to the north-east of the main building, may have housed a water wheel. Map evidence demonstrates that the complex produced beer for over 50 years and was extended prior to 1831. The only surviving remains of this Brewery were two small fragments of a substantial brick culvert c. 5m wide which would have supplied the brewery with river water.

## Greengate Mill

The brewery was later transformed into a large cotton manufactory: Greengate Mill. Built after 1831 and listed in Piggot's 1841 Directory under the ownership of the Langworthy Brothers, the form of the complex as it appears on the 1849 Ordnance Survey map suggests that the existing brewery buildings, including the probable water wheel house, were modified and reused. Greengate Mill was one of the largest in this area and, like its regional contemporaries, a major addition to the former brewery complex is likely to have been an iron-framed fireproof structure that was several storeys high.



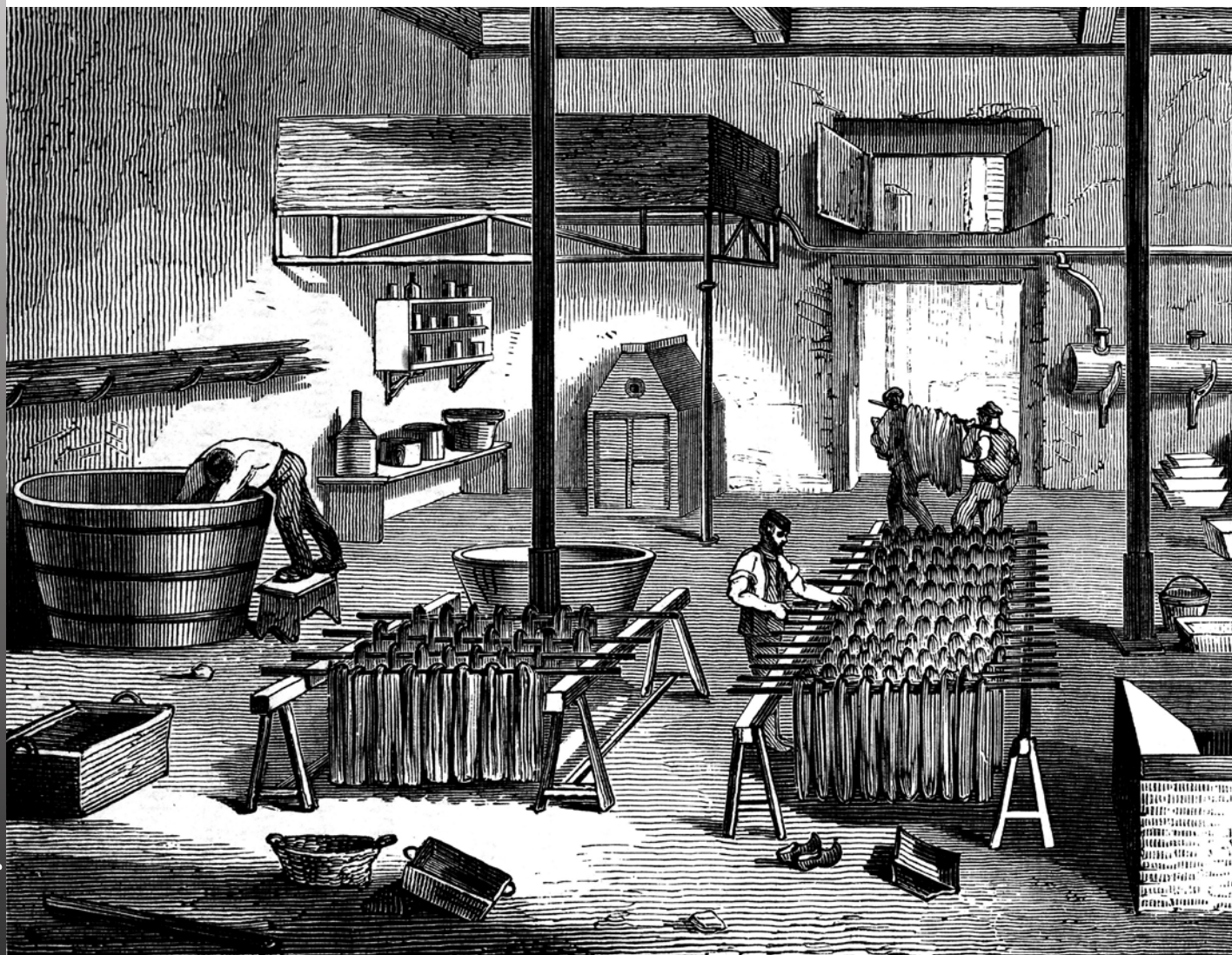
The demolition of Greengate Mills, River Irwell, Salford, from New Bridge Street, photographed in 1973. © Courtesy of Manchester Libraries, Information and Archives, Manchester City Council.

# The Dye Works

A 'Dye Works' to the rear of the frontage of the Greengate Exchange site and shown on the Ordnance Survey map of 1845, was most probably affiliated with the nearby cotton mill. Dyeing also required large volumes of water, again highlighting the significance of the River Irwell to the industrial development of this part of Salford.

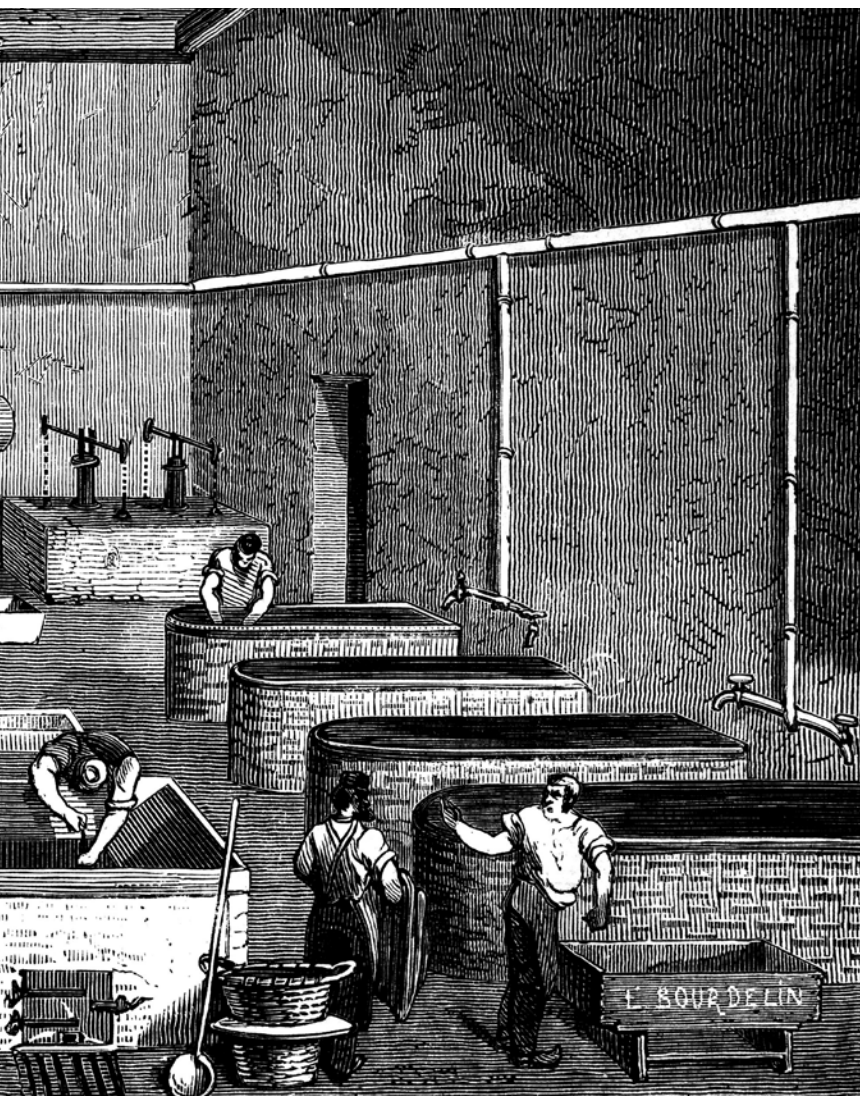
Workers labouring in a nineteenth century dye factory from 'Les Grandes Usines' by Julien Turgan, 1875.

© Science Photo Library, CO22/9353.





A small square brick basement that was just *c.* 2.50m in length, uncovered behind the street frontage in the south-west section of the Greengate Exchange site (Building 9), represents the only part of the dye works that was encountered archaeologically. Whilst few artefacts were recovered from it, one of the basements of a nearby residential terraced house (Building 8) yielded a great deal of waste that probably heralded from the facility, which was dumped after the house fell out of use in the 1880s. The assemblage included specialised pottery vessels for processing and holding dyes and a rare example of a chemists' mortar that may have been used to grind dying materials. A second mortar was also found in the backfill of an adjacent well.



Large red earthenware (blackware) bowls that may have been used to process or hold materials for dying cloth.



## The Timber Yard & the Horse & Carriage Bazaar

Flanking the mill along its eastern side was an open 'Timber Yard', while to the south of this was an extensive open area adjacent to the river, named as a 'Horse and Carriage Bazaar'. A directory and street register of 1850 names John Broughton as the proprietor of this 'horse repository'.

# Shopping & Leisure

## in Nineteenth-Century Greengate

Census records and trade directories for the Greengate area between 1851 and 1876 provide snapshots of the commercial premises that characterised its street frontage by the mid-nineteenth century.

The presence of a saddler and hay and corn dealer is a reminder of the importance of the horse for transport. The shops and drinking establishments that could be found provided the local residents with most of their basic needs without a long walk or unnecessary expenditure on public transport. The demolition of the properties in the early 1880s provides a glimpse into their previous uses, with buildings and their contents seemingly abandoned; frozen moments such as this are rare in archaeology. The dye works discussed above, which produced some of the large ceramic vats, unsurprisingly lay to the rear of a property belonging to one Richard Wright, dyer. Other similar vessels came from elsewhere on the site and several of the street frontage properties excavated during the Greengate excavation (Buildings 2–4), yielded interesting and unexpected results in terms of the finds they produced.

## Building 2

Fronting the thoroughfare, Building 2 most probably began its life as a commercial property with a residence above, an assumption that is supported by mid-nineteenth century trade directories. A coal merchant's premises could be found there from c. 1851–61, however by 1871 mounting population pressure appears to have led to the residential conversion of the entire building. Excavation of the basement yielded a small meat paste jar, four larger jars for preserves and the components of tea services. That unusual combination of pottery suggests that a tea room or eating house was situated close by in the early 1880s, perhaps on the ground floor of Building 2 itself.



Rockingham-type ware teapot lids, dating from c. 1800 onwards, were found in the basement of Building 2.

## Building 3

Trade directories states that John Bell, a clothes dealer, was ensconced in Building 3 by 1876. However, the archaeological evidence apparently reflects a former use of the building. Discovered in the basement were English and French wine bottles, high ball tumblers, wine glasses, a decanter, ceramic jugs for serving beer, and two pottery tankards. One of the tankards bore a black-transfer printed cartoon featuring a policeman standing outside a bank with a vagrant in the foreground surrounded by a proverb calling for thrift.

It may be that this was the household's storeroom, but taken together these indicate the former presence of a public house. Indeed, a large assemblage of cockle and mussel shells could represent snacks that were served by the publican or hawking costermongers. Owing to their small, overcrowded nature, the lower class urban residences that flanked Greengate and Chapel Street were not conducive places in which to relax, a factor that generated a high demand for public houses; a total of twelve public houses or inns once stood within the area of the Greengate and Chapel Street sites.

The Angel Tavern on Greengate was first recorded as an alehouse in 1792; kept by Edward Tomlinson it comprised a street frontage with a range of buildings to the rear. In 1816 the inn was licensed to Thomas and Mary Butler and was known as the Plumber's Arms, then from 1822 it was the Jolly Potters and later in 1830 the Traveller's Inn, kept by Joseph Lord. The building was demolished in the later 1840s when the new Polytechnic Tavern was built.

Remains of the *Polytechnic Tavern*, which would have been located to the south of Building 4 at 18 Greengate, did not survive the construction of the Exchange. Run by the publican Thomas Towers from 1851 and his successor Jane Hilditch from 1861, the Polytechnic was recorded by later writers as a white stone building. It was apparently an 'elegant music saloon' equipped with stage, scenery and an orchestra, with capacity for approximately 1,500 people and where for 3d a visitor could spend a pleasant evening.



Recovered from the basement of Building 3, this black transfer-printed tankard probably derives from its use as a public house. The proverb would have read: *For age and want save while you may: no morning sun lasts a whole day.*



## Building 4

Building 4 represents two adjoining structures that fronted Greengate; these are listed as being the residence of one William Taylor, a pawnbroker, who remained in the property from at least 1851 to 1876. This is of interest as, archaeologically, we might have interpreted this as having been in use as a chemist's shop when it was demolished in the early 1880s, given the presence of an interesting array of medicinal phials and bottles. The blue tint of these bottles is a clue to their function, while different rim finishes denote distinct products, the precise nature of which would have been made clear by the now missing paper labels. Various scenarios might account for the presence of these bottles here; the property may have changed function in the last few years before it was demolished, William Taylor may have sublet a part of his property, or may even have been holding the surplus stock of a pharmacist who had fallen on hard times. The presence of a large assemblage of animal bone, cattle, sheep and pig, but also chicken, goose and rabbit may reflect the nearby property of James Buxton, a game dealer.

**Heralding from a probable pharmacy, the blue tint of oval-section bottles such as this denotes that they held toxic substances or patented medicines.**



Trade directories demonstrate that many of Greengate's shops changed function through the nineteenth century. A reflection of the poor socio-economic status of the area was the enduring presence of the pawnbroker.



# Lives Hidden in the Dirt

## The Late Nineteenth-Century Occupants of Salford's Historic Core

The construction of Exchange Station in the early 1880s resulted in the rapid demolition of the homes, amenities and work places of the former residents of Greengate and Chapel Street. The destructive act that resulted in the loss of a community also generated a rich archaeological record that has revealed much about the daily lives of the former inhabitants. Whilst the above ground elements of the various buildings fell to the wrecking ball, the cellars and basements survived below ground. The artefacts that were recovered from their lowest levels were very probably abandoned on the very day that their former occupants left, leaving behind the refuse and possessions that they no longer required or were unable to retrieve. This can tell us much about daily life in late nineteenth century Greengate.

In addition to the pub assemblage (see above) the artefacts in the backfill of the cellar of Building 3 also had a domestic element, thus reflecting its multi-occupancy use (i.e. as a commercial property at street level with domestic quarters above and most probably below). Dominated by tablewares, the assemblage included plates decorated with Willow or Asiatic Pheasant patterns, tea wares (saucers, tea cups and teapots) and two egg cups.



**A fragmentary bone china bird whistle from Building 3 (left) would have resembled this one (above right).**



'Industrial slipwares' were common, this 'cheap and cheerful' type of pottery would have been comparatively affordable to poorer residents. A bone china whistle in the shape of a bird represents a more unusual find, as does an intricately carved jet brooch in the form of an owl's head. The brooch reflects the popular use of jet in the Victorian period, particularly for mourning jewellery. Other dress accessories included the lid from a small copper-alloy locket and leather shoes.

**A jet brooch in the form of an owl's head recovered from Building 3. It is finely carved with circular glass eyes.**



The collapsed rubble infilling Building 4 showed that it had been roofed with York stone. In addition to the blue-tinted pharmaceutical bottles noted above, various other items include cutlery handles and a cork bottle stopper, alongside a selection of English and French wine bottles, some of which had contained champagne. The large assemblage of pottery vessels recovered includes Derby stoneware vessels in the form of two ink bottles, a cylindrical jar as well as a ginger beer bottle, stamped 'PATON'.

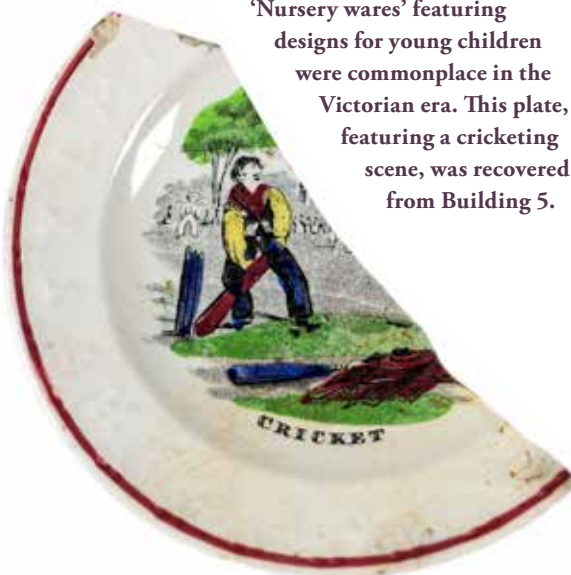
The pottery and glass recovered from Building 5 was entirely domestic, reflecting the less prominent, non-commercial nature of its location on the southern side of Barrow's Court, a small alley that was tucked behind Greengate. The pottery mainly comprised painted and slip-decorated saucers, tea cups and dinner plates of a type that might indicate a low socio-economic household, in keeping with the back-to-back residence they inhabited. This contrasts somewhat with an unusual collection of decorative ornamental objects including a statuette and exotic conch shells, which may have adorned the interior of this dwelling (see A Cabinet of Curiosities, below). Of note were a number of nursery wares, which suggests the presence of a family with young children. A perfume bottle and a leather purse with a goose wing bone frame no doubt belonged to one of the ladies of the house.

Situated on the north side of Nuttall's Court, the cellar of Building 6 yielded more mid-nineteenth century domestic pottery along with a lesser amount of older material that included a Midlands yellow ware dish of seventeenth-century date and various eighteenth-century vessels. A seventeenth-century tobacco pipe bowl fragment with rouletting or milling was also discovered, along with a George II halfpenny dated 1729. Exactly why so many older artefacts were discovered in the basement of this structure remains unknown, however one possibility is that the residents chose to use or retain antique items that were either family heirlooms or second-hand items. The presence of so many old vessels could also be an indicator of the low socio-economic status of the Greengate area since they may have been kept in use or purchased cheaply in order to save money.

**Stoneware jars and bottles from Building 4.**



**'Nursery wares' featuring designs for young children were commonplace in the Victorian era. This plate, featuring a cricketing scene, was recovered from Building 5.**





Building 8 produced a large assemblage of clay tobacco pipes, a notable example featuring a band of stars over a 'shamrock'. This has similarities with Irish-type bowls and probably dates to after *c.* 1840 when British makers were believed to be making pipes with designs and styles marketed to Irish immigrants, suggesting that the area may have attracted economic immigrants from rural areas such as Ireland.



Building 9 contained an assemblage of fine bone china, including this lustre-ware cream jug.

Positioned towards the east end of Barrow's Court, Building 7 contained an assemblage of pottery which again was entirely domestic in character, being dominated by tea wares. Once again these were made from affordable fabrics that included slip or sponge decorated whiteware and 'Cornish ware', a reflection of the lower socio-economic standing of the residents.

Building 8 was associated with Richard Wright's dyeworks, which was situated behind the Greengate Street frontage properties. Alongside the large industrial pottery assemblage, a quantity of domestic pottery including tea wares, plates, bowls and drinking vessels, suggest that sections of it may have been inhabited by tenants. Much of the pottery appears to be antiquated and dates to the earlier part of the nineteenth century, indicating items that were second-hand or perhaps heirlooms; the loving cup inscribed with the names of Mathew and Martha Johnson and dated 1811 (see page 20), may well have been a treasured family possession.

The adjacent Building 9, also the property of the dyer Richard Wright, also contained pottery of a purely domestic nature, including a large quantity of bone china that probably heralded from a more affluent household. This may have belonged to Richard Wright's household; as the owner of the dye works, he is likely to have possessed a greater disposable income than most of his neighbours.

# The Diet of the Greengate Inhabitants in the Late Victorian Period

Animal bones and shells recovered from the Greengate sites reveal much about the diet of the local population in the nineteenth century.

Cattle and sheep or goat were common. The age at death of these animals suggests the consumption of large quantities of beef and mutton (mature animals) along with much smaller amounts of veal (from calves). Succulent meats from piglets were eaten alongside ham and bacon from older animals. The assemblage included the poorest cuts of meat such as feet, trotters and skulls. Whilst these could have been discarded by local butchers, most parts of a carcass were put to good use in Victorian era cooking, with Mrs Beeton publishing such popular delights as collared pig's face and recipes calling for ingredients such as ox cheek, ox tail, ox feet, cow's heel and sheep's feet or trotters. The popularity of cheaper cuts of meat on the bone on the Greengate and Chapel Street sites is demonstrated by an extensive array of cattle- and sheep-size ribs that were sawn through the shaft. Mrs Beeton also produced recipes for spare-rib of pork, a variant known as griskin of pork, broiled beef bones that included ribs and a recipe called boiled Aitch-bone of beef, referring to the pelvis. Two sawn pelvic cattle bone fragments could represent waste from this type of meal.



A parade of shops fronting Chapel Street from which food and drink could be sourced; towards the left is the Fisherman's Hut public house. Owing to the cramped nature of the workers housing that characterised the area, many residents would have taken meals in establishments such as this.



The diet of the residents also featured lesser amounts of rabbit, chicken and goose; it is likely that some chickens and rabbits were reared in the backyards of the tenements fronting Greengate (a common practice at that time). Census records indicate that by 1861 such meats could also have been purchased from the game dealer George Buxton, who had set up shop at 18 Greengate. The poultry were generally mature, thus representing old boilers (chickens too old or unable to lay eggs) or cagmags (geese which had undergone several pluckings).

These properties also produced a small collection of shellfish, oysters, cockles and mussels, provided fresh, hence the presence of the shells, although of course the local populace may have also consumed pickled shellfish which would not show in the archaeological record. Oysters were highly valued, both by rich and poor alike. Their popularity and indeed their availability is shown by Mrs Beeton who refers to a quantity of some 496 million oysters arriving annually at the London markets. Mrs Beeton was writing at the end of the 1850s, a date coinciding with a major decline in oyster stocks, blamed on a combination of over fishing and pollution, although this is certainly not reflected in her recipes. While an entire bushel of oysters, equivalent to 8 gallons or approximately 100 to 150 individuals, could be bought for 5d in 1840, their rarity by 1860 had pushed them into the luxury market at a price of 1s for a mere dozen. It might be assumed that the oysters found here date to a time before their somewhat elevated status.

Gnawing marks were present on many bones, some of which were clearly made by dogs, the majority being generated by rats. The presence of a high number of rats in the Greengate area is perhaps unsurprising and no doubt reflects the amount of refuse that the residents of this overcrowded suburb were producing.



Three Queen conches recovered from the basement of Building 5.

# A Cabinet of Curiosities

Building 5 yielded an unexpected collection of objects that demonstrate that one or more of its occupants possessed some unusual interests and were perhaps well travelled. The shells of three Queen conches (*Lobatus gigas*) were discovered, two of which were pierced with an iron rod which would have enabled them to be suspended, perhaps as ornaments. These creatures naturally reside in tropical waters off the south coast of Florida, the north-west coast of Brazil and throughout the Caribbean. They presumably represent trade items arriving in Britain via a major port or may have been part of a personal collection amassed by a resident with some connection to the sea, such as a merchant seaman. Their presence may be linked to the cotton trade, for which Manchester had become famous, since cotton plantations were common features of the Caribbean and the southern states of North America.

Another remarkable find that was discovered in this property was a fragment of an alabaster statuette in the style of a Classical draped Venus. The soft nature of alabaster makes it easier to work than marble so statuettes of this kind were mass produced and affordable. It also rapidly weathers, so this well-preserved ornament, which originally would have been around 13 inches tall, presumably adorned the interior of this back-to-back terrace. The statuette and conch shells suggest a degree of care and pride in the appearance and content of the home.

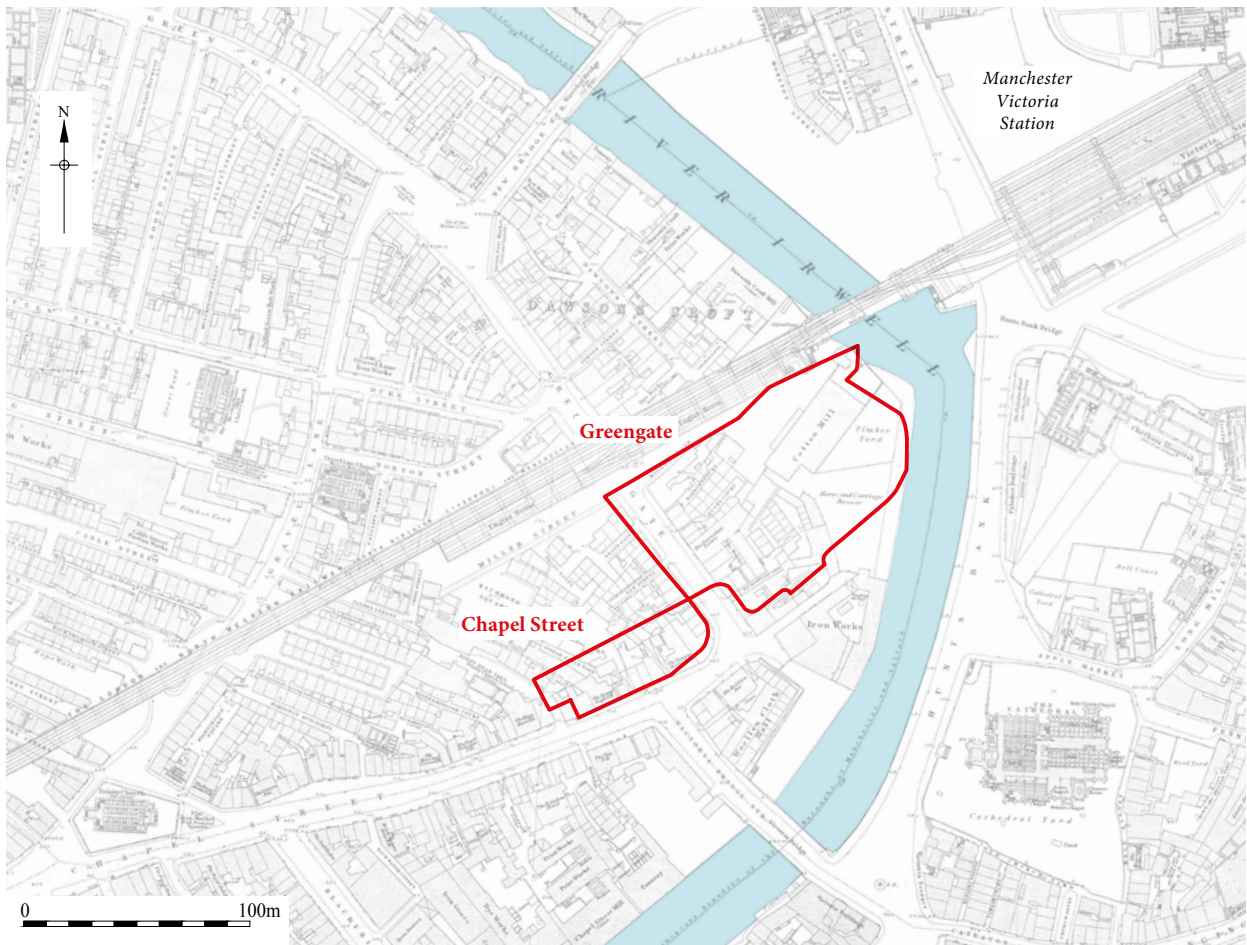


Remains of the alabaster statuette that was recovered from Building 5.

# All Change

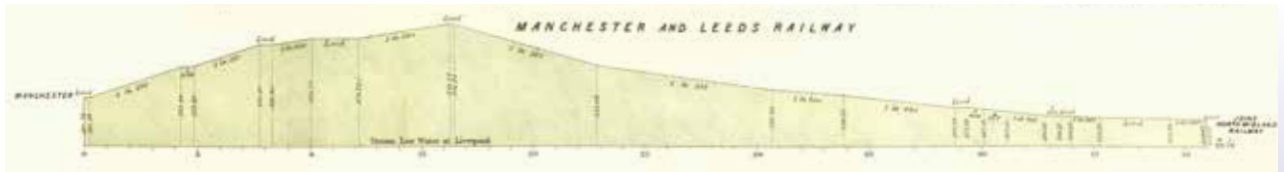
## The Arrival of the Railway and the Construction of Exchange Station

Salford and Manchester were teetering on the cusp of a transport revolution in 1830 as work on the first of the many connections that would link them with the national railway network neared completion. The route in question was constructed by the Liverpool & Manchester Railway with a terminus at Liverpool Road. It was the first of four mainline stations that would serve the conurbation during the Victorian era as a plethora of rival railway concerns strived to establish lucrative connections with this important manufacturing base.



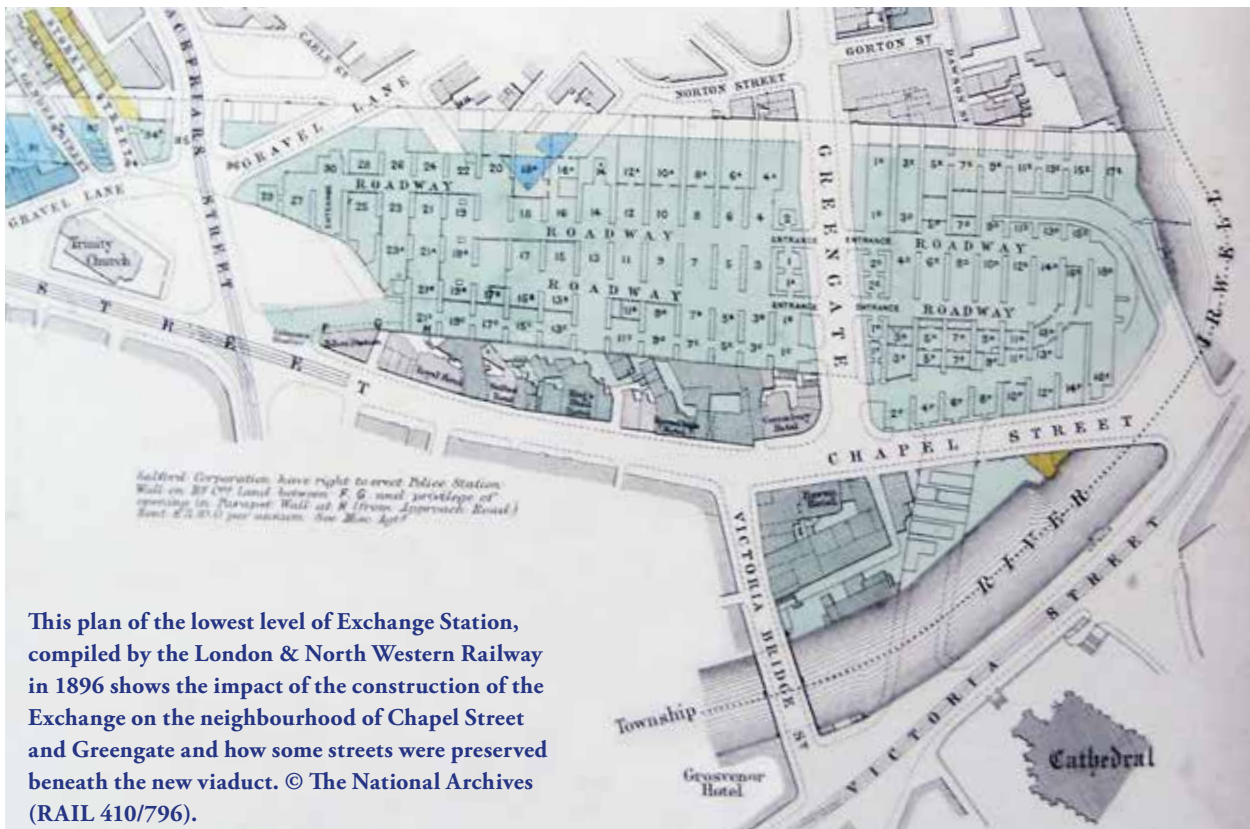
First Edition Ordnance Survey map, 1849. The Greengate and Chapel Street sites are shown in relation to the locations of Manchester Victoria Station and the viaduct that carried the junction line across Salford and on to Liverpool.





A mighty feat of Victorian engineering, the Manchester and Leeds railway traversed the challenging topography of the Pennines.

One of the most impressive stretches of track that would connect with Manchester was built at the behest of the Manchester and Leeds Railway (known as the Lancashire & Yorkshire from 1847). Initially the Manchester terminus was situated at Oldham Road on the eastern periphery of the town however a central station was soon coveted. The result was Hunt's Bank, soon renamed Manchester Victoria with the blessing of the Queen herself, which opened to traffic in 1844 in a prime location next to Manchester Cathedral. Victoria also offered communication with the port of Liverpool thanks to the construction of the Liverpool & Manchester Railway's junction line, which ran westwards over the River Irwell and Greengate on a viaduct that was located to the immediate north of the site boundaries. Just two years later the Liverpool & Manchester would merge with a number of other regional companies to become one of the largest railway companies in Britain, the formidable London & North Western Railway.



This plan of the lowest level of Exchange Station, compiled by the London & North Western Railway in 1896 shows the impact of the construction of the Exchange on the neighbourhood of Chapel Street and Greengate and how some streets were preserved beneath the new viaduct. © The National Archives (RAIL 410/796).

Despite being enlarged in 1861–5, Manchester Victoria suffered from hideous congestion as it struggled to meet the needs of an ever-growing population and by the early 1870s the London & North Western Railway decided to take action. The proximity of the Irwell to Manchester Victoria would force them to procure a site on the Salford side of the river and ensuing negotiations with the city authorities of Manchester were straightforward, since the impact upon that city would be minimal. The same could not be said for the Salford Corporation. In 1878, faced with the looming threat of drastic change to their town centre, they decided to petition against the London & North Western Railway's draft Parliamentary Bill for the extension of Victoria owing to the adverse impact that it would have upon residents and businesses. They also questioned why, given that Salford was expected to surrender so much of its territory, road access to the new station was to be limited to Manchester only via the construction of a new approach across the Irwell (i.e. Cathedral Approach). The London & North Western Railway initially refused to change their plans, however the belligerence of the Corporation paid off, forcing the railway company to insert a clause in their Bill that guaranteed direct road communication with Salford.



**Taken in c. 1910, this photograph clearly shows how Exchange Station (shown at the top of the image) sat upon arches above Greengate and Chapel Street (shown at the bottom). © National Railway Museum/ Science and Society Picture Library - all rights reserved.**



**Trains arriving and departing Exchange Station c. 1910. © National Railway Museum/ Science and Society Picture Library - all rights reserved.**



This image, taken in 1968, clearly shows Exchange Station's elevated topographic position above Greengate and Chapel Street, as well as the reduced façade (due to bomb damage). © Courtesy of Manchester Libraries, Information and Archives, Manchester City Council.

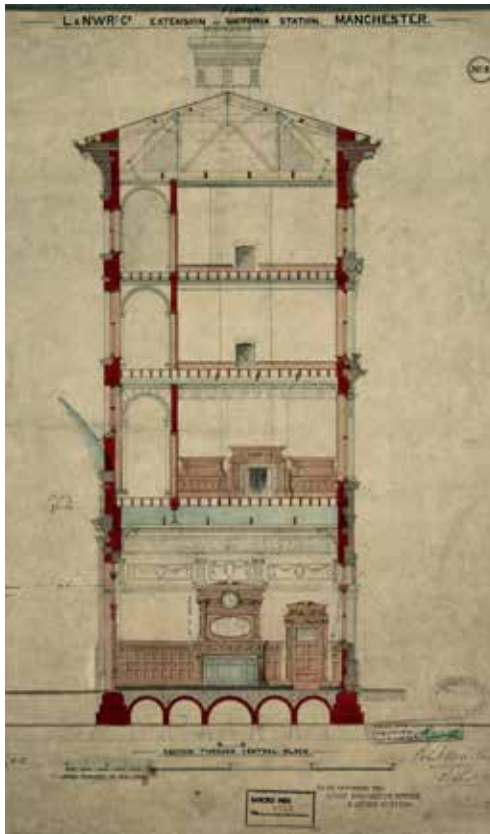


Interior view of Exchange Station featuring the booking office c. 1910 showing the footbridge which survived after the station's demolition until the recent new development.

Early locomotives were not powerful enough to traverse significant inclines, hence Victorian railway lines frequently made use of long cuttings, tunnels and viaducts with gentle gradients. Like Manchester Victoria, Exchange Station and its approaches were therefore elevated in order to bridge existing urban obstacles. The impact of that monumental undertaking is hard to reverse, which is why, despite the loss of the station in 1969, the topographic changes that were associated with its construction remain evident in Salford's modern cityscape.

A further obstacle to the construction of the extension came in the form of the complex web of land ownership and tenancy agreements that existed within the confines of the chosen site, the conveyancing of which took place in a piecemeal fashion and at great expense between 1877 and 1881. Three large tracts of land, amounting to a total of 9,488 square yards, were acquired in March 1877 from Mr. Brooks, Mr Howell and Harter's Trustees for a sum total of £107,444, whilst smaller financial outlays for more modest residential, commercial and industrial plots in the vicinity of Greengate characterised the years that followed.

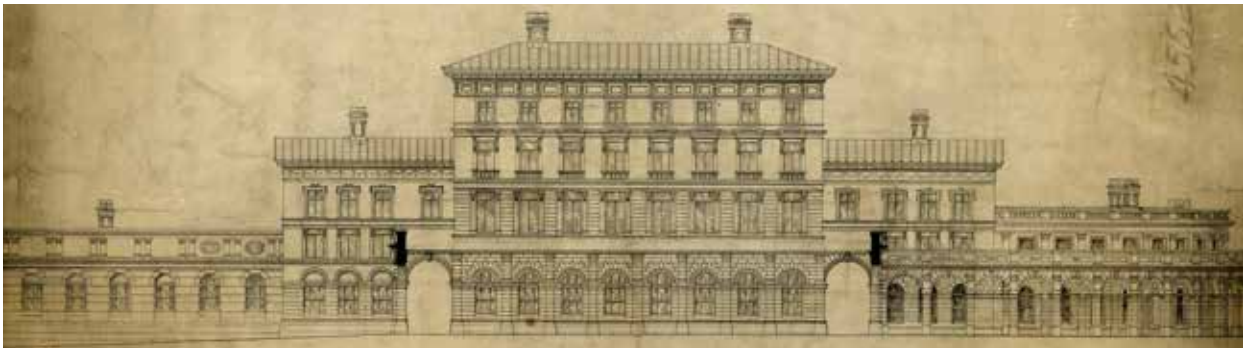




London & North Western Railway contract drawing showing a cross section through the Exchange station dated 1882–3. © The National Archives RAIL 410/2106.

The London & North Western Railway's Chief Engineer, William Baker, oversaw the inception of the 'enlargement' to Manchester Victoria. However his untimely death on 20th December 1878 meant that the final plans and the ensuing construction project would be overseen by his successor, Francis Stevenson. In August 1880 the contract for the building work was awarded to Messrs Robert Neil & Sons for £93,400. Events then proceeded rapidly and in the space of just one month 27,000 square yards of the site were cleared for development. The tenants of Salford's historic core paid a high price as their homes were swept away in order to enable the thoroughfare of Greengate to be partially entombed below the mighty Exchange Station viaduct. The extensive construction project took another four years to complete, the first train being received on 30 June 1884 as work on the station buildings continued. The earliest passengers were forced to use a temporary wooden footbridge as the permanent one was still under construction, whilst the station's offices were not fully fitted out until November of that year.

Although originally conceived as an extension to Manchester Victoria, Exchange Station possessed an enduring identity of its own. This persisted until January 1922, when the imminent amalgamation of the Lancashire & Yorkshire with the London & North Western prompted the companies to join the two stations into a single entity by extending Platform 11 in Victoria across the Irwell to Salford. At 2,238 feet in length the resulting platform could accommodate three separate trains simultaneously and was the longest in Europe. It opened to passengers in April 1929.



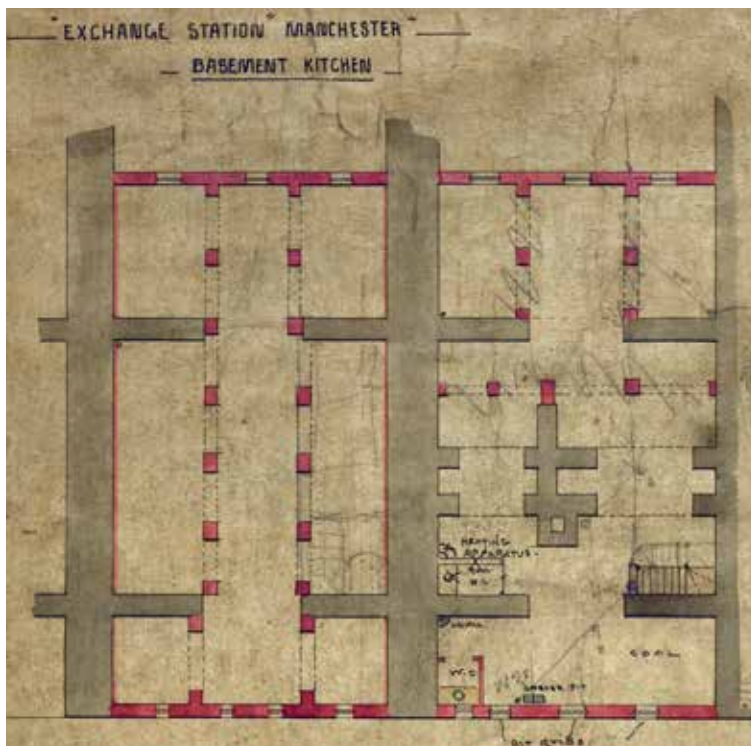
London & North Western Railway proposals for the front elevation of the Exchange 1882–3. © The National Archives RAIL 410/1133.

# Underneath The Arches

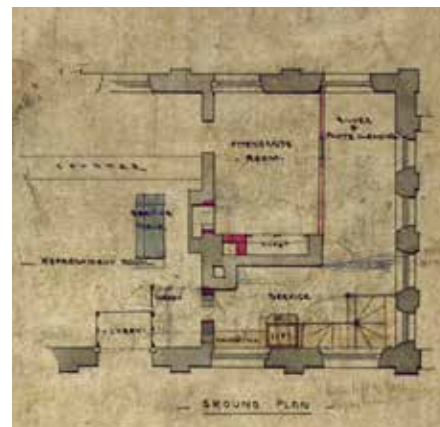
The construction of the Exchange Station would have an enduring impact on the area of Salford around Greengate and Chapel Street. In its elevated position Exchange Station possessed an elegant façade, but at street level, whilst Greengate itself was preserved as a thoroughfare, a new landscape had been created, dominated by the viaducts' towering arches. An open market on Chapel Street, held in the graveyard of Sacred Trinity Church, Salford attracted many second-hand clothes dealers; images from the late 1880s show how the viaduct and distant roof of Exchange Station dominated the skyline.



Salford's Flat Iron Market 1889, with the railway vaults and station roof behind.  
© Courtesy of Manchester Libraries, Information and Archives, Manchester City Council.



Plans of the kitchens at basement level in the arches beneath the station (left), and the ground level refreshment room (below). © The National Archives RAIL 410/2105.



The former wine cellar, viewed from the beer cellar, 2012.

Meanwhile, the high arched vaults beneath the station which occupied the former ground level, had become basements for the station above. This extensive network of substantial piers and arches, designed to support the weight of the station, provided useful storage and service areas. The vaults directly below the station buildings were used for parcel storage and as kitchens for the refreshment rooms at the new 'ground level' above, serving the Exchange Station. Contract drawings show that the enclosure of arches beneath the station had been completed by November 1884. An undated set of plans and sections showing the construction of these basement rooms probably dates to the period between the completion of the arches and the opening of the station. These plans suggest that adjacent beer and wine cellars were also an integral part of the functioning of the Exchange Station's refreshment room. Built heritage recording underneath the arches revealed the remains of the sinks and ovens of the kitchens and the slate and brick built racking on which wine had been stored.





This undated photograph shows a London & North Western Railway Porter at Exchange Station. © Courtesy of Manchester Libraries, Information and Archives, Manchester City Council.

Whilst the arches beneath the refreshment rooms were occupied by the railway company itself, by the mid-1890s a number of the arches to the east of Greengate were in the possession of independent brewers and associated trades who used the vaults for storage. These included John Smith's Tadcaster Brewery Co. Ltd, a firm of yeast merchants named Risk Harvey & Co, and a wine and spirit merchant, James Johnson & Co. These vaults, with their cool and constant temperature, would have been ideally suited to such purposes; similarly a vast Bass bottle store occupied the undercroft of St Pancras Station in London (1867).

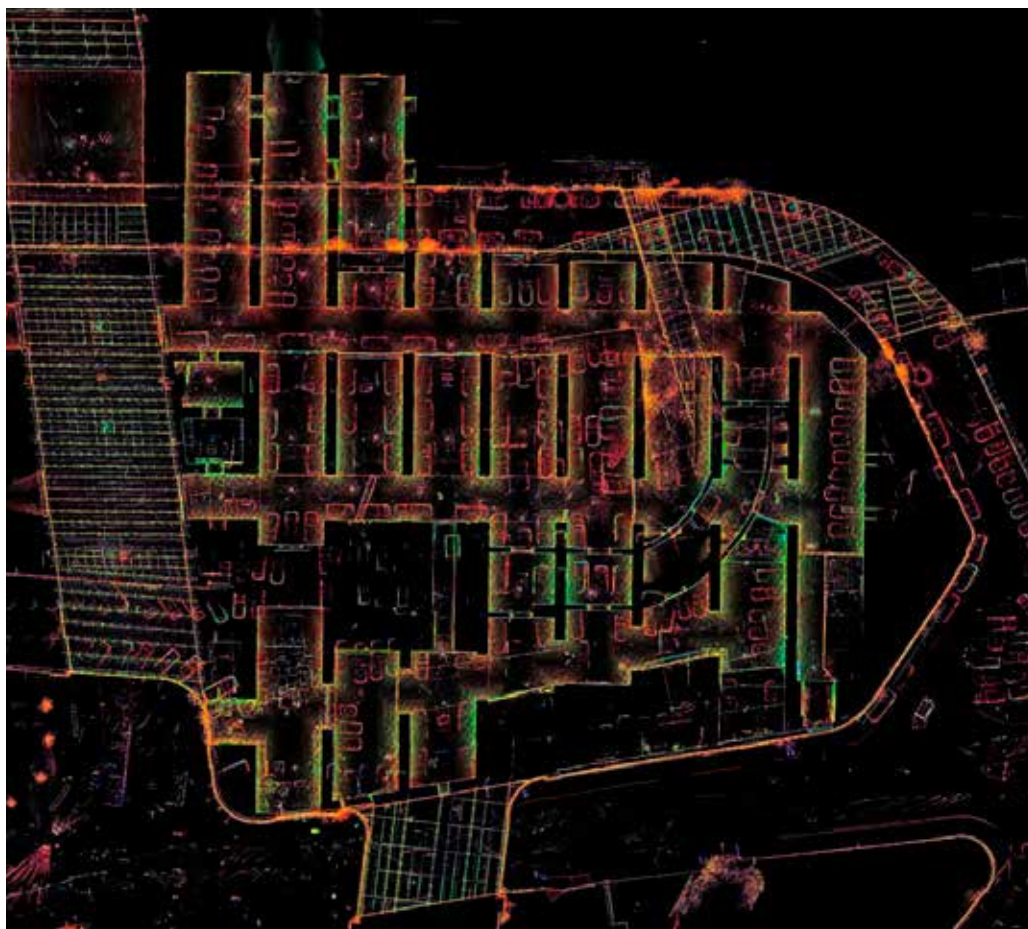
The new station would evidently need staffing. Many of the staff transferred from Manchester Victoria to the Exchange, but the London & North Western Railway also took on a further 25 employees at the Exchange, including an additional inspector, ticket examiner, nine porters, two signalmen, a waiting room attendant and a lavatory attendant.

# Station Architecture

The construction of Exchange Station in the early 1880s rapidly and dramatically changed the appearance of Salford's historic core, shaping its future evolution. It is therefore unsurprising that swathes of the complex, namely the railway viaduct leading to Manchester Victoria, the mighty retaining walls at the junction of Greengate and Chapel Street and the railway bridge over Cab Road, are Grade II listed structures. Given their historic importance, a range of recording techniques were used to document the architecture in detail prior to redevelopment, which included a state of the art laser scan survey, rectified photography, photographic survey and the compilation of drawn architectural plans.



**Gothic arches  
surmounting one  
of the three main  
roadways.**



**Laser Scan survey  
showing the  
vaults below the  
station in plan.**

The vaults below the station are substantial constructions that were predominantly built in locally produced red brick. In order to create a more imposing vista when viewed from outside, much of the exterior was clad with red sandstone ashlar blocks. With the exception of an extension that was made in the late 1880s (discussed subsequently) the original layout of nine bays of north-south aligned vaulted arches crossed by three east-west internal roadways has been little altered. The arches that uphold the vaults are Romanesque in style whilst gothic arches surmount the three main roadways that traverse the complex. This remarkable combination of architectural features gives the interior of the vaults a striking appearance that superficially resembles a large ecclesiastical building such as a cathedral undercroft.

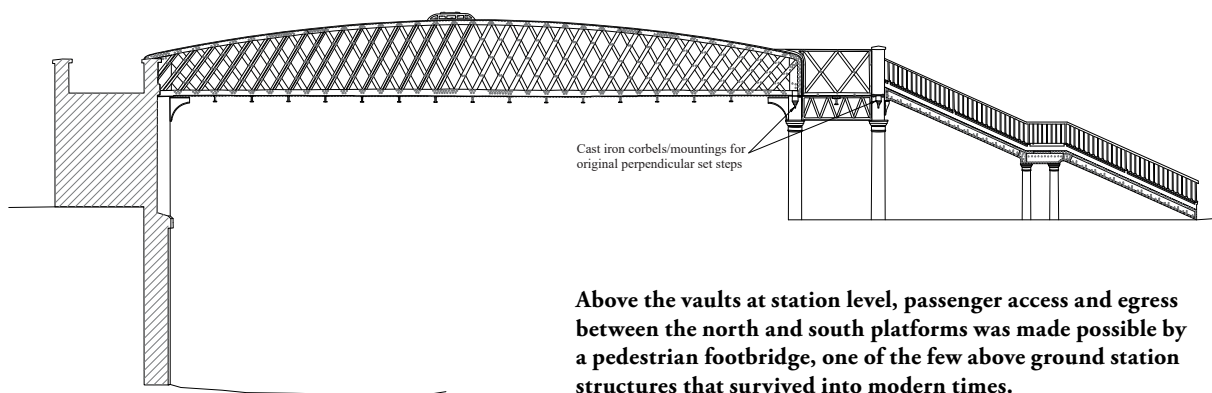


Examples of the Romanesque arches that typify the vaults.



The northern section of Cab Road Bridge, looking east.





**Above the vaults at station level, passenger access and egress between the north and south platforms was made possible by a pedestrian footbridge, one of the few above ground station structures that survived into modern times.**

From the moment that Exchange Station opened to traffic in 1884, Cab Road Bridge formed a key element in its design. Effectively an extension to the 1844 George Stephenson Bridge across the Irwell, the purpose of this plate girder structure was to provide a railway connection between Exchange Station and Manchester Victoria. It was one of the few major structures that were lost in order to make way for the redevelopment however it was comprehensively recorded before demolition.

Railway access and egress to the station's southwestern approaches was provided by a second plate girder bridge that traversed Greengate. The structure has been preserved, however it had to be relocated further towards the north during the redevelopment.



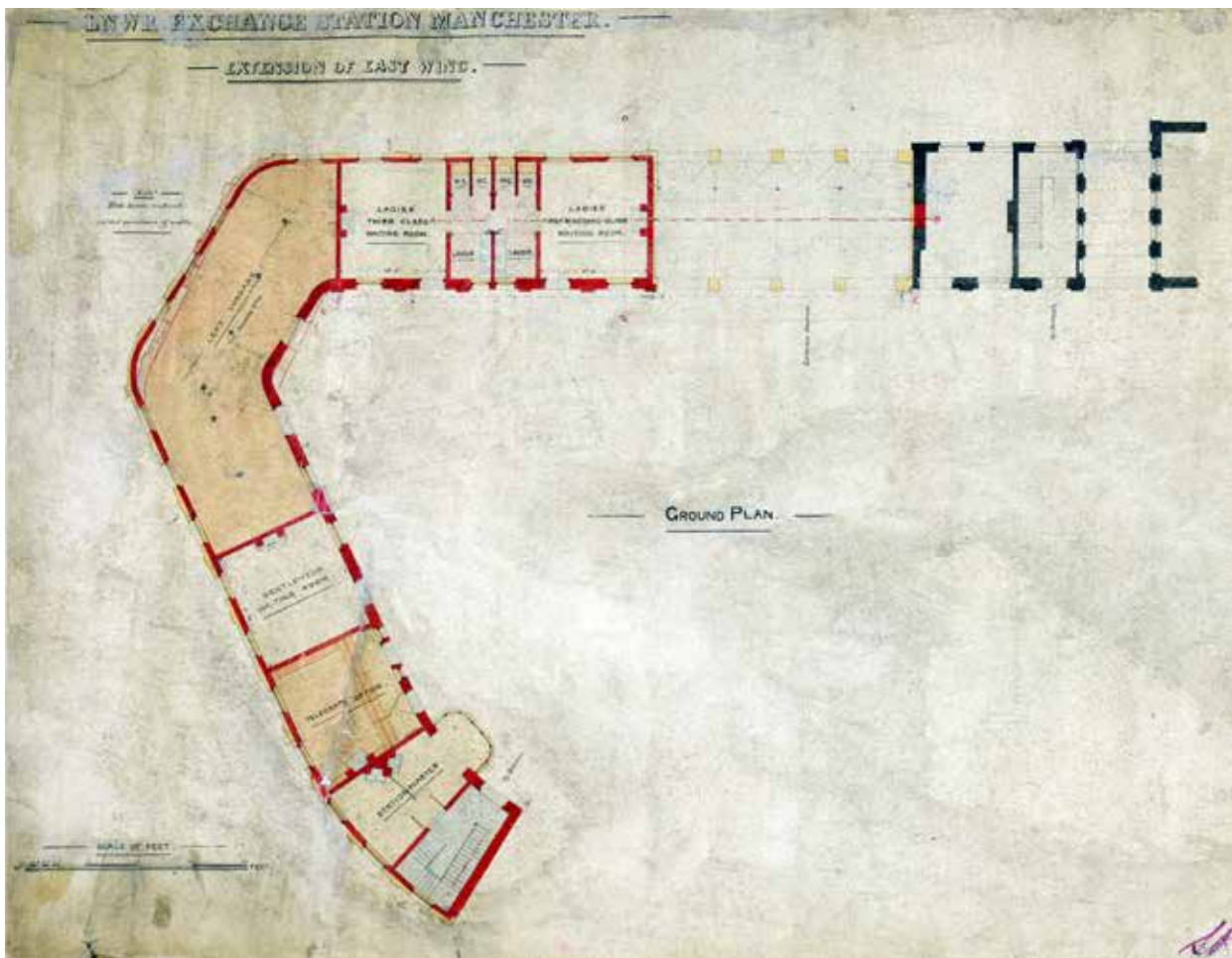
**The Greengate railway bridge and its parapet, viewed from the south. Its role was to carry railway lines in and out via the station's south-western approaches.**

**Detail of a plaque bearing the Salford City Coat of Arms set into the western elevation of the viaduct (below). This plaque can just be seen to the right of the bridge in the adjacent photo.**



A programme of improvements launched in the later 1880s led to the realignment of Cab Road, removing its awkward curved path from the station entrance by relocating it further to the east. This allowed the London & North Western Railway to construct a larger deck for the upper level of the station over the area that was formerly occupied by the original road. The old offices that had dictated the old route were also demolished and replaced with a series of more elegant and capacious buildings that provided additional circulation space for passengers.

Architectural plan dated 1891, showing the extension to the station and the buildings that were constructed during the improvement drive of the late 1880s. In addition to a telegraph office and a station master's office, passenger waiting rooms and a left luggage area were constructed at ground level (as shown in the plan below), whilst more railway offices were situated at first floor level (not illustrated). © The National Archives RAIL 410/2108.



# Bomb Damage

## and the Aftermath of World War II

The outbreak of war in 1939 marked a changing point for the fortunes of Exchange Station. Along with the rest of Salford and Manchester's railway connections, dockyards and heavy industries, the station would prove to be a tempting target for the enemy.

On the night of Sunday 22nd and the early hours of the Monday 23rd December 1940, the area suffered heavy bombardment at the hands of the Luftwaffe. High explosive and incendiary bombs peppered Exchange Station, severely damaging the train shed roof, the station offices and destroying the buffer stops between Platforms 1 and 2. Most dramatically the 70' span at the east end of the roof collapsed when bombs demolished one of the cast iron columns that supported it. In the wake of the raid the station offices were deemed to be structurally unsafe and were duly pulled down by the Fire Brigade.



Manchester Exchange Station on fire during the air raid of 22–23rd December 1940. © IWM (ZZZ 3989D).





**View of bomb-damaged Exchange Station in 1941, with Manchester Cathedral in the foreground.**  
 © Courtesy of Manchester Libraries, Information and Archives, Manchester City Council.

War-time precautions and austerity meant that only the most vital repairs were prioritised. During the months that followed the raid a temporary entrance and exit was created that allowed passengers to use the station whilst the original was being repaired and a temporary booking office was opened. Whilst the much needed bridge over Greengate and the damaged platforms were reconstructed quickly, the buffer stops were not repaired until after 1942 and the roof covering was not reinstated until after the end of the war.

After the landslide victory of Clement Attlee's Labour Government in 1945, the railways were nationalised under the newly established British Railways, however the years of post-war austerity that characterised much of the 1950s saw expenditure on railway infrastructure fall. Although all four of Manchester's passenger termini survived the cuts in Dr Richard Beeching's 1963 review of national rail capacity (the 'Reshaping of British Railways'), by the middle of the decade the British Railways Board was keen to reduce excess capacity in and around Manchester. As early as March 1967 this led to a decision to concentrate services at Victoria, thus rendering Exchange Station redundant.



British Railways poster announcing the closure of Exchange Station to passengers. © National Railway Museum/ Science & Society Picture Library - all rights reserved.

Entombed within one of the arches below Exchange Station was an unexpected discovery: a Ford Granada Coupe, manufactured in 1976. Exactly why this vehicle was abandoned in this location remains a mystery.



In January 1968, Barbara Castle, then Minister of Transport, agreed with the Board of British Railways' proposals to give advance notice of the closure of the station, which was duly published in local and national newspapers on Friday 19th January. Formal notice was given on 8th June 1968 and the station closed to passengers on 5th May the following year.

The announcement of the closure of Exchange Station prompted the Manchester Evening News to invite readers to visualise the site occupied by homes, shops, car parking, a motel and 'a fine new entry to Manchester and Salford' in an article entitled 'New City Gateway or Doomed Station?'. Its adaptive reuse was ultimately more prosaic, being converted into a car park that made use of the multi-storey nature of the site, cars being parked above and below the viaduct arches including in the space made available by the removal of the tracks from platforms 1 and 2. The tracks through platforms 3, 4 and 5 were not lifted until 1993, although the superstructure was falling into a state of disrepair.

# Greengate Transformed

The proposed regeneration of Greengate and the Exchange Station will revitalise this neglected area, which lies adjacent to Manchester's vibrant city centre. Incorporating modern steel and glass office buildings above the façade of the former Exchange station, the complex will include retail units, office space and associated car parking (intriguingly reflecting recent use of the exchange forecourt) accessed via Cathedral Approach.

**Proposals for The Embankment development, which forms part of the wider Greengate regeneration scheme.**  
© Ask Real Estate.





# Acknowledgements

This booklet arises from the historical, archaeological and built heritage research that was undertaken by Pre-Construct Archaeology Ltd in 2015 prior to the redevelopment of the Greengate and Chapel Street Sites. A plethora of individuals, too numerous to detail in full, facilitated these works, however the following companies and individuals are worthy of special mention. Thanks are awarded to Carillion Construction Services for commissioning the archaeological and built heritage elements of the Greengate Exchange project on behalf of their joint venture clients, ASK Property Developments and Network Rail. Within Carillion, Shaun Jones (Project Manager), Dave Rowlands (Site Manager), James Green (Senior Quantity Surveyor), David Williams (Project Manager) and Scott Bascombe (Package Manager) were instrumental to the success of the fieldwork. Thanks should also be awarded to Neil Pickup (Development Project Manager, ASK) and Clive Humphreys (Managing Director, CRE8). Marcus Abbott, Anna Badcock and David Strange-Walker of ArcHeritage are thanked for carrying out the laser scan and preparing section and elevation drawings of Exchange Station. Norman Redhead, County Archaeologist and Director of GMAAS, is thanked for his curatorial role for the duration of the project. Particular thanks are also awarded to Norman for facilitating this publication and for his helpful guidance during its compilation. Within Pre-Construct Archaeology Ltd the authors would like to thank Chris Mayo and Charlotte Matthews for their project management, Jennifer Proctor for her post-excavation management, Aaron Goode (Site Supervisor), Holly Cooper, Andrew Lythe, Steve Tamburello, David Taylor and Paula Whittaker for the excavation work and Adam Garwood and his assistant David Evans for the built heritage recording. Thanks also to Guy Thompson for the documentary research, Kevin Heyward for his analysis of the building materials, Kevin Reilly for his work on the faunal remains, Chris Jarrett for analysing the pottery, glass and clay tobacco pipe and Märit Gaimster for her work on the small finds.

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# Further Reading

One of the challenges facing modern archaeologists working in a commercial environment is sharing the findings from fieldwork projects in a format that is easily accessible. In 2010, the Greater Manchester Archaeology Unit (now the Greater Manchester Archaeological Advisory Service) addressed this issue by inaugurating a series of short booklets about the archaeology of the Manchester region, of which this publication forms a part.

Since the inception of the series in 2010, there has been an intention to make the booklets freely available in a downloadable PDF format once the supply of hard copies becomes exhausted. This aspiration has now been achieved, and digital copies of this commended series are currently becoming available.

A copy of the detailed excavation and historic Buildings Reports for The Exchange, Greengate, Chapel Street and other unpublished excavation reports are held by the Greater Manchester Historic Environment Record, which is maintained by GMAAS.

## **Related books in the Greater Manchester's Past Revealed series:**

Piccadilly Place: Uncovering Manchester's Industrial Origins – 1

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Greengate: The Archaeology of Salford's Historic Core – 13

Hell upon Earth: The Archaeology of Angel Meadow – 14



The historic core of Salford, centred upon the ancient thoroughfares of Greengate and Chapel Street, has a long and complex history. An important agricultural market town during medieval times, the settlement would gradually transform itself into a vital manufacturing and trading hub with a focus upon textile production. The area's importance to the textile trade would grow as the centuries passed, however it was the technological innovations that characterised the Industrial Revolution that would provide new impetus. The 18th and 19th centuries were therefore characterised by an explosion of factories, mills and foundries as pre-existing industries were mechanised and new ones moved in. It was also an era of profound social change as increased employment opportunities led to rapid population increase and a boom in the construction of low-grade housing. However these developments were dwarfed by the coming of Exchange Station in the early 1880s, which forever changed the topography and function of Salford's historic centre.

An extensive redevelopment in the Greengate and Chapel Street area provided Pre-Construct Archaeology (PCA) with a unique opportunity to investigate these developments via archaeological and historical study. This booklet presents and interprets the results whilst placing them in context within Salford's wider history and cityscape.



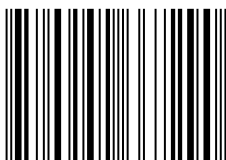
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PCA archaeologists reveal the remains of Salford's historic core below the arches of the former site of Exchange Station

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